

of the point where the River Colne leaves the Grand Junction Canal, fifteen chains or thereabouts south of Rickmansworth Church, and at a point in the said field five yards or thereabouts from the south bank of the River Colne, and ninety yards or thereabouts from the bridge crossing the River Colne close to its junction aforesaid with the Grand Junction Canal; and terminating by a junction with the intended Railway No. 2, hereinafter described, in a field belonging to Lord Ebury, and in the occupation of Sarah Luscomb, situated on the north-west side of the road from Rickmansworth to Harefield, and thirty chains or thereabouts distant, in a southerly direction, from Rickmansworth Church, at a point one hundred and thirty yards or thereabouts, measured in an easterly direction from the west corner of the said field;

A Railway (No. 2) commencing in the said parish of Rickmansworth by a junction with the intended Railway No. 1 in a field situated on the south bank of the River Colne, belonging to Lord Ebury, and in the occupation of John Parkhouse, at a point twenty yards or thereabouts from the River Colne, and two hundred and forty yards or thereabouts, measured in a south-westerly direction, from the point where the occupation road leading to the Rectory Farm House forms a junction with the main road from Rickmansworth to Uxbridge, and terminating in the parish of Harefield, in the county of Middlesex, at a point thirty yards or thereabouts, in a westerly direction, or nearly so, from the fence dividing the said parish of Harefield from the parish of Ruislip at a distance of eighteen chains or thereabouts, in a north-westerly direction, along the said fence from the point where it leaves the north corner of the wood known as Mad Bess Wood, in the parish of Ruislip, which point is also distant thirty chains or thereabouts in a direction nearly south-westerly from the Duckshill Farm House, in the parish of Ruislip, which Railway No. 2 passes from, through, or into the parish of Rickmansworth, in the county of Hertford, and the parishes of Harefield and Ruislip, or one of them, in the county of Middlesex;

A Railway (No. 2A) commencing by a junction with the intended Railway No. 2, at the point hereinbefore described as the termination thereof and terminating in the parish of Hillingdon, in the county of Middlesex, at a point thirty yards or thereabouts on the east side of the centre line of rails of the Uxbridge Branch of the Great Western Railway, and opposite the end of the footbridge crossing the said Branch Railway at a distance of thirty-three chains or thereabouts from the north end of the passenger station building at Uxbridge of the said Branch Railway, which said Railway No. 2A passes from, into, or through all or some of the parishes, townships, or extra-parochial and other places, following (namely): Ruislip, Harefield, Ickenham, Hillingdon, Uxbridge, and Cowley, all in the county of Middlesex;

A Railway (No. 3) commencing in the parish of Ruislip by a junction with the intended Railway No. 2 at the termination thereof as hereinbefore described, and terminating in the parish of Harrow-on-the-Hill at a point twenty yards or thereabouts from the centre line of the London and North Western Railway, measured at right angles thereto, in a

south-westerly direction from a point thirty yards or thereabouts to the north of the bridge passing over the said London and North Western Railway at the Sudbury Station thereof, which said intended Railway No. 2 will be made or pass from, in, through, or into the several parishes and extra-parochial and other places following (that is to say): Ruislip, Harefield, Pinner, Harrow-on-the-Hill, Northolt, and Greenford, all in the county of Middlesex;

To purchase and take, by compulsion and agreement, lands, houses, and property required for the purposes of the intended Railways and works, and to levy tolls, rates, and duties for the use of the intended Railways and works, to alter existing tolls, rates, and duties, and to grant exemptions from the payment of tolls, rates, and duties;

To cross, stop up, alter, or divert, whether temporarily or permanently, roads, railways, tramways, rivers, navigations, streams, sewers, pipes, and other works, so far as may be necessary in constructing or maintaining the said intended Railways and works;

To incorporate a Company (hereinafter referred to as "the Company") for the purpose of making and maintaining the intended Railways and works, or one of them, or some part or parts thereof respectively, or to empower the London and Aylesbury Railway Company, and either alone or jointly with the Company to make and maintain the intended Railways and works, or one of them, or some part or parts thereof respectively, and to delegate to the London and Aylesbury Railway Company and either alone or jointly with the Company, the execution of all or any of the powers of the Bill, and in the event of the execution of the powers of the Bill being conferred upon the London and Aylesbury Railway Company to constitute the intended Railways and works, or one of them, or some part or parts thereof respectively, and either wholly or partially, a separate undertaking distinct from the rest of the undertaking of the London and Aylesbury Railway Company;

To authorise the London and Aylesbury Railway Company, for all or any of the purposes of the Bill, and for the general purposes of their undertaking, to raise further moneys by the creation of new shares or stock, with or without a guaranteed or preference dividend, or other rights or privileges attached thereto, and by borrowing on mortgage, and by the creation of debenture stock, and to apply to such purposes, or any of them, the whole or any part of the share and loan capital which they are now authorised to raise under the powers in that behalf of "The London and Aylesbury Railway Act, 1871," and to separate or provide for the separation of such further share and loan capital from any other (existing or authorised) share and loan capital of the London and Aylesbury Railway Company, and to charge the same primarily or exclusively upon the intended Railways, and the tolls, rates, fares, and charges received in respect thereof, and to make provision with respect to the holding of separate meetings of the shareholders in the separate capital, and to authorise the London and Aylesbury Railway Company to divide any shares in the separate capital into classes and into preferred and deferred shares, and to attach and affix to such shares a preference, priority, or guarantee in payment of interest or dividend, either temporarily or permanently, and other special rights and privileges, and to make such other provisions with respect to all or any of the matters aforesaid as may be incidental thereto, or as may be necessary or