

ing the public road leading from Harrow to Watford over the London and North-Western Railway near Harrow Station, and terminating in the field numbered 467 on the 25-inch ordnance map, at a point 333 yards or thereabouts measured in a south-easterly direction from the centre of the said bridge, and 60 yards or thereabouts measured in a north-easterly direction from the northernmost rail of the London and North-Western Railway.

2. A railway (No. 2), situate wholly in the parish of Harrow-on-the-Hill, commencing by a junction with the London and North-Western Railway, at a point 120 yards or thereabouts measured in a south-easterly direction from the centre of the bridge carrying the public road leading from Harrow to Watford over the said railway, and terminating at the point in the said field, numbered 467, hereinbefore described as the termination of Railway No. 1.
3. A railway (No. 3), commencing in the parish of Harrow-on-the-Hill at the termination of Railways Nos. 1 and 2, hereinbefore described, thence passing from, in, through, or into the parishes of Harrow-on-the-Hill and Great Stanmore, and terminating in the parish of Great Stanmore on the west side of the public road known as Green-lane, at a point 190 yards or thereabouts measured in a northerly direction from the northernmost corner of St. John's Church.

The Bill will authorise the Company to exercise the powers and effect the objects following (that is to say) :

To deviate laterally from the lines of the intended railways and works to the extent shown on the plans thereof to be deposited as herein-after mentioned, or to such further extent as may be authorised or prescribed by the Bill; and also to deviate vertically from the levels shown on the sections hereinafter mentioned to such extent beyond the limits allowed by the Railways Clauses Consolidation Act, 1845, as the Bill may require or allow.

To cross, stop up, alter, or divert, temporarily or permanently, turnpike and other roads, highways, footpaths, pipes, sewers, drains, canals, rivers, streams, watercourses, bridges, railways, tramways, and telegraph and electric wires, tubes, and apparatus within the aforesaid parishes, or either of them, so far as may be necessary or expedient, in constructing, maintaining, or using the intended railways and works, or for other purposes of the Bill.

To purchase, take, enter upon, and use, compulsorily or by agreement, lands, houses, and hereditaments, and any estates, rights, interests, or easements in, over, or affecting the same, for the purposes of the intended railways and works, and to alter, vary, or extinguish any rights or privileges connected with such lands, houses, and hereditaments, and to confer other rights and privileges.

To demand, take, and recover tolls, fares, rates, and charges upon or in respect of the intended railways and works, and in respect of the portion of railway and station to be used (as hereinafter mentioned) to alter existing tolls, fares, rates, and charges, and to confer exemptions from the payment of tolls, fares, rates, and charges.

To enable the Company, notwithstanding anything in the Companies Clauses Consolidation Act, 1845, or in any other Act of Parliament contained to the contrary, to pay out of their capital and funds, interest or dividends on any

shares or stock of the Company during such time as may be limited by the Bill.

The Bill will empower the Company on the one hand, and the London and North-Western Railway Company on the other hand, from time to time to enter into and carry into effect and rescind contracts, agreements, and arrangements with respect to the working, use, management, and maintenance by the London and North-Western Railway Company of the intended railways and works, or any part thereof, the supply and maintenance of engines, stock, and plant, and the employment of officers and servants, the management, regulation, interchange, collection, transmission, and delivery of traffic upon or coming from or destined for the respective undertakings of the contracting Companies; the providing of terminal and other accommodation, offices, buildings, signals, and other conveniences for the traffic of those Companies; the fixing, collection, payment, division, and appropriation of the tolls, fares, rates, charges, and other income and profits arising from the traffic of the railways of the contracting Companies, or any part thereof, and the payments, allowances, rebates, or drawbacks to be made by either of the contracting Companies to the other of them; and the Bill will sanction or confirm any agreements which may be made touching any of the aforesaid matters.

The Bill will empower the Company and any company and persons for the time being working or using the railway of the Company, or any part thereof, by agreement or otherwise, to run over, work, and use with their engines, carriages, and waggons, officers and servants, for the purposes of traffic of every description, on such terms and conditions, and on payment of such tolls, rates, and charges, as may be agreed on or settled by arbitration, or prescribed by the Bill, the portion of railway and station next hereinafter mentioned (that is to say) :—

So much of the London and North-Western Railway as is situated between the commencement of the intended Railway No. 2 and the Harrow Station, including that station.

Together with the use of all roads, platforms, signals, water, water-engines, engine-sheds, standing room for engines, carriages and waggons, booking and other offices, warehouses, sheds, sidings, machinery, works, and conveniences of or connected with the said portion of railway and station.

To vary or extinguish all rights and privileges which would interfere with the objects of the Bill, or any such contracts, agreements, or arrangements as aforesaid, and to confer other rights and privileges.

The Bill will incorporate with itself the Companies Clauses Consolidation Act, 1845, the Companies Clauses Act, 1863 and 1869, the Lands Clauses Consolidation Acts, 1845, 1860, and 1869, the Railways Clauses Consolidation Act, 1845, and the Railways Clauses Act, 1863; and so far as may be requisite or desirable for any of the purposes thereof, the Bill will alter, amend, enlarge, or repeal some of the provisions of the local and personal Act 9 and 10 Vic., cap. 204, and any other Acts relating to or affecting the London and North-Western Railway Company or their undertaking.

And notice is hereby given, that plans and sections, showing the situation, line, and levels of the intended railway and works, and the lands which may be taken under the powers of the Bill, with a book of reference to the plans, and ordnance map with the line of railway delineated thereon, and a copy of this notice as