

parish of Ealing, in the said county of Middlesex, at a point in the western fence of a field numbered 133 on the Ordnance Survey map of that parish, to the scale of 25·344 inches to a statute mile, which field is occupied by William Fisher, which point is 7 chains or thereabouts, measured in a south-westerly direction, from the junction of St. Stephen's-road with Drayton-green-lane North, and is also $4\frac{1}{2}$ chains or thereabouts, measured in a north-westerly direction, from the junction of Argyle-road with Drayton-green-lane North aforesaid.

Which said intended railway will pass from, through, or into all or some of the following parishes (that is to say):—Hammer-smith, Acton, and Ealing, all in the county of Middlesex.

2. To authorise the Company to purchase and take by compulsion or agreement lands, houses, and property required for the purposes of the intended railway and works, or any part or parts thereof; to alter existing tolls, rates, and duties; and to grant exemptions from the payment of tolls, rates, and duties.

3. To empower the Company to cross, stop up, alter, or divert, whether temporarily or permanently, roads, streets, highways, sidings, tramways, rivers, canals, navigations, streams, sewers, pipes, and other works, so far as may be necessary in constructing or maintaining the said intended railway and works.

4. To enable and authorise any tenant for life or other person having a limited estate or interest in any lands, which would or might be benefited or improved in value by or would derive facilities or accommodation from the construction or working of the intended railway, or any part or parts thereof, or any station, siding, road, approach, building, works, or conveniences connected therewith, to subscribe and hold shares in the undertaking of the Company, and to raise the moneys necessary for that purpose by mortgage of, and to charge the same upon such lands, and the fee simple and inheritance thereof, and to grant and convey to the Company any lands required for the construction of the intended railway, or any part or parts thereof, or any such station, siding, road, approach, buildings, works, or conveniences, either without payment or other consideration, or for such consideration, pecuniary or otherwise, and upon such terms and conditions as have been or may be agreed upon between any such person and the Company, and to sanction and confirm any agreements which may have been or may be made between any such person and the Company, or any person or persons on their behalf respectively, with respect to any of the matters aforesaid.

5. To authorise the Company on the one hand, and the London and North-Western Railway Company on the other hand, to enter into and carry into effect contracts, agreements, and arrangements for, or with respect to, the construction, working, use, management, or maintenance, by the London and North-Western Railway Company of the intended railway and works, or any part or parts thereof, the supply of rolling stock and machinery, and of officers and servants, for the purposes of the traffic of such railway and works, the payments to be made and the conditions to be performed with respect to such construction, working, use, management, and maintenance, the interchange, accommodation, conveyance, and delivery of the traffic coming from or destined for the respective undertakings of the contracting Companies, the levying, fixing, division, and appropriation of

the tolls, rates, charges, receipts, and revenues levied, taken, or arising from that traffic, the rents, payments, allowances, rebates, and drawbacks to be paid, made, or allowed, by either of the contracting Companies to the other for or on account of any of the matters to which the respective contract, agreement, or arrangement relates, the appointment of joint committees, and the exercise of all such other powers as may be found desirable in reference to the purposes aforesaid, or any of them, and to sanction and confirm any such contract, agreement, or arrangement already made, or which prior to the passing of the Bill may be made.

6. To authorise the London and North Western Railway Company to subscribe and contribute funds towards the making and maintaining of the intended railway and works, or any part or parts thereof, and to take and hold shares, stock, debentures, debenture stock, or other securities of the Company, and to guarantee to or for the Company, interest, dividend, annual or other payment on shares or stock, and the principal and interest of any loan of the Company, and for all or any of such purposes, and for other the purposes of the Bill, to apply their respective funds and revenues, and to raise more money by the creation of new shares or stocks in their undertaking, either with or without preference, priority, or guarantee in payment of interest or dividend, or other special privileges, and by borrowing, and either as part of their respective general share and loan capital, or wholly or partially as a separate share and loan capital charged primarily or exclusively on the intended railway and works, or any part or parts thereof, and the tolls, rates, and duties received upon or in respect thereof, and to authorise the London and North Western Railway Company to appoint directors of the Company.

7. To empower the Company, and all companies and persons lawfully working or using the intended railway or any part or parts thereof, to run over and use with their engines and carriages, officers, and servants, and for the purposes of their traffic of every description, upon such terms and conditions, and upon payment of such tolls, rates, and charges as may be agreed upon, or in default of agreement as may be settled by arbitration or defined by the Bill, the railways and portions of railways hereinafter mentioned, together with the stations, platforms, sidings, roads, watering places, water supply, booking and other offices, warehouses, landing places, signal points, buildings, machinery, works, and conveniences on or connected therewith respectively (that is to say):—

So much of the Hampstead Junction Railway of the London and North Western Railway Company as lies between the junction therewith of the proposed railway and the Willesden Junction station, with the use of that station.

And to require and compel the London and North Western Railway Company, or other the Company or Companies owning or working the said railways, or portions of railways respectively, to afford all requisite facilities for the purpose, and to enable the Company, and all other Companies and persons as aforesaid, to levy tolls, rates, and duties in respect of passengers and traffic conveyed by them over the before-mentioned railways and portions of railways respectively, or any part or parts thereof, under the powers of the Bill, and if need be to alter and restrict the tolls, rates, and duties now leviable, and to fix and determine the tolls, rates, and duties to be hereafter taken upon, or in respect of the said railways and portions of