

Admiral, and in the occupation of William Drew, and which point is six chains or thereabouts, measured in a north-westerly direction, from the northern end of the bridge carrying the Saltash New-road over Keyham Lake.

To authorize the crossing, stopping up, altering, or diverting, whether temporarily or permanently, all such turnpike roads, streets, highways, streams, canals, navigations, rivers, railroads, tramroads, and other works within or adjoining the aforesaid parishes, townships, extra-parochial or other places, or any of them, as it may be necessary to cross, stop up, alter, or divert in executing the several purposes of the intended Act.

To empower the Company to purchase by compulsion or agreement lands, houses, and hereditaments for the purposes of the intended railways and works; to levy tolls, rates, and duties upon or in respect of the intended railways and works; to alter the tolls which the Company are now authorized to take; to confer exemptions from the payment of such tolls, rates, and duties; to vary or extinguish all rights and privileges which would in any manner impede or interfere with the objects and purposes of the intended Act, and to confer other rights and privileges.

To authorize the Company to apply for the purposes of the intended Act, or any of them, their corporate funds, and for those purposes, and for the general purposes of the Company, or either of them, to raise further money by borrowing on mortgage or bond, and by the creation of new shares and capital of the Company, with or without a preference, priority, or guarantee, in payment of interest or dividend, or other rights or privileges attached thereto, and if thought fit in one or more classes, or by any of those means, and either as part of their general capital and loan or wholly or partially as a separate capital and loan charged primarily or exclusively on all or any part of the intended railways and works.

To empower the Company and all other companies and persons lawfully using the intended railways or the authorized railways of the Company, or any or either of them, or any part or parts thereof respectively, to work over and use with their engines, carriages, and servants, and for traffic of all kinds, and upon terms, payments, and conditions to be (failing agreement) determined compulsorily by arbitration or otherwise, all or any part of the existing and authorized railways of the Launceston and South Devon, the South Devon and Tavistock, and the South Devon Railway Companies respectively, or any or either of them, together with all stations, sidings, buildings, offices, approaches, water supplies, telegraphs, signals, engines, machinery, works, and conveniences now or at any time hereafter on or connected with the railways of those Companies respectively, and to levy tolls, rates, and charges for traffic conveyed thereon, and to require those Companies respectively to afford and render all requisite facilities and services for those purposes, or any of them.

To authorize the Company by compulsion or otherwise to lay down an additional rail or additional rails and other requirements on such portion of the South Devon and Tavistock Railway as is situate between the intended junction of the proposed Railway No. 2 therewith, and a point on the said South Devon and Tavistock Railway, distant three-quarters of a mile to the southward from the said intended junction of the said Railway No. 2, and in and through the stations, sidings, works and conveniences of the said South Devon and Tavistock Railway at Tavistock, so as to admit of the use thereof by

engines and carriages adapted to the narrow gauge, and to require the South Devon and Tavistock Railway Company and their lessees to afford all necessary facilities for such purpose or purposes on such terms and conditions as shall be prescribed by the said intended Act.

To empower the Company, on the one hand, and the London and South Western, the South Devon, the Cornwall, the Launceston and South Devon, the Launceston, Bodmin, and Wadebridge Junction, and the Tamar, Kithill, and Callington Railway Companies, or any or either of them, on the other hand, to enter into and carry into effect contracts and arrangements for or with reference to the construction, maintenance, management, working, and using by the contracting Companies, or any or either of them, of the authorized railways and works of the Company, and of the intended railways and works, or any or either of them, or any part or parts thereof respectively, the regulation, conveyance, management, and transmission of the traffic thereon, the levying, fixing, collection, division, and apportionment of the tolls, fares, rates, charges, receipts, and revenues levied, taken, or arising therefrom, the supply and maintenance of engines, stock, and plant, the employment of officers and servants, the rent, payment, and allowances or considerations, either annually or in gross, to be made or paid by any or either of the contracting Companies to the others or other of them, and the exercise of all such other powers as may be found desirable in reference to the purposes aforesaid, or any of them, and, if necessary, to provide for the appointment of a joint committee for all or any of the purposes aforesaid, and to confer upon such committee such powers as may be necessary to regulate their proceedings.

To sanction and confirm any agreements which may have been entered into between the Company and the before-mentioned Companies, or any or either of them, respecting any of the matters aforesaid.

To change the corporate name of the Company, to increase the number of the directors of the Company, and to appoint a special committee or committees of and from the general body of directors, and to vest in such committee or committees all or any of the powers and authorities of the intended Act, and to make all necessary provisions for such purposes.

To alter, amend, extend, enlarge, or to repeal all or some of the powers and provisions of "The Okehampton Railway Act, 1862," "The Okehampton Railway Act, 1863," "The Okehampton Railway Act, 1864," and of the local and personal Acts following, or some of them (videlicet):—4 and 5 William IV., cap. 88; 1st Vic., caps. 1 and 71, 2 Vic., cap. 27; 2 and 3 Vic., cap. 28; 4 and 5 Vic., caps. 1 and 39; 7 and 8 Vic., caps. 5, 63, and 86; 8 and 9 Vic., caps. 86, 88, 93, 107, 121, 165, 185, and 199; 9 and 10 Vic., caps. 129, 131, 173, 174, 175, 252, 355, 370, and 391; 10 and 11 Vic., caps. 57, 58, 88, 96, 97, 115, 145, 167, 243, 244, 249, 273, and 297; 11 and 12 Vic., caps. 75, 85, 87, 89, 125, and 157; 51 George III., cap. 196; 12 and 13 Vic., caps. 33 and 34; 13 and 14 Vic., cap. 24; 14 and 15 Vic., cap. 83; 16 and 17 Vic., caps. 99 and 164; 17 and 18 Vic., caps. 186 and 208; 18 and 19 Vic., caps. 177 and 188; 19 and 20 Vic., cap. 120; 20 and 21 Vic., caps. 18, 72, 121, and 136; 21 and 22 Vic., caps. 56, 58, 67, 89, and 101; 22 Vic. cap., 3; 22 and 23 Vic., caps. 31, 44, 81, 95, and 134; 23 and 24 Vic., caps. 64, 92, 103, 133, 158, and 185; 25 and 26 Vic., cap. 42; 26 and 27 Vic., caps. 90 and 109; 27 and 28 Vic., caps. 87, 166, 174, and 227, re-