

yards northward of the bridge carrying that road over the Birmingham Canal, and terminating in the parish of Wolverhampton, in the same county, by a junction with the London and North-Western Railway, at or near the bridge in Wolverhampton, carrying that railway over the turnpike road leading from Wolverhampton to Cannock.

All which said several railways, numbered respectively 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, and 11, will be made, or pass from, in, through, or into the several parishes, townships, and extra-parochial, and other places following, or some of them; that is to say;—Stokesay, Newton Stoke, otherwise Newton and Stoke, Wettleton, Norton and Bache, Cullington, Medley Park, Elsieh, Sparchford, Corfton, Diddlebury, otherwise Delbury, Lawton, Burley, Sparchford, Little Sutton, Great Sutton, Callaughton, Bradley, Burton, otherwise Bourton, Presthopte, Lea Farm, Westwood, Westwood Common, Edgewood, Hoarley Grange, The Coates, The Quarries, Much Wenlock, Sutton, Peaton, The Parks, otherwise the Lower Parks, Munslow Aston, Munslow, Tugford, Broncroft, Baucot, Millichap, otherwise Millichope, Hungerford, The Thonglands, Clee Saint Margaret, Holdgate, otherwise Holgate, Brookhampton, Stanton-Long, Shipton, Skimblescott, Weston, Patton, Brockton, Monkhall, Monkhopton, Acton Round, otherwise Round Acton, Aston Eyre, Morville, Haughton, Bridgewalton, Underton, Tasley, Cross Houses, Oldbury, Saint Leonard Bridgnorth, Saint Mary Magdalene Bridgnorth, Bridgnorth, Knoll Sands, Eardington, Quatford, Stanmore Grove, Worfield, Barnsley, Hoccom, Woundall, otherwise Woundale, Chicknell, Farmcote, Beobridge, Broughton, Heathton, Claverley, Aston, Whitimore, and Bobbington, in the county of Salop; Bobbington, Halfpenny Green, Trysull, Wombourne, Seisdon, Swindon, Smestow, Woodford Grange, Ebstrey, Oundale, The Bratch, Orton, otherwise Orleton, Penn, Lower Penn, Himley, Kingswinford, Wall Heath, Shut-End, Pennett, Aldersley, otherwise Autherley, Perton, Trescott, Langley, Brierley, Wightwick, Compton, Tettenhall, Tettenhall Clericorum, Tettenhall Regis, Tettenhall Wood, Bushbury, Gosbrook, Oxley, Show-Hill, Wolverhampton, and Wednesfield, in the county of Stafford; and Dudley, in the county of Worcester.

The intended Act will authorise the Company to effect all or some of the following objects, viz. :—

To deviate laterally from the lines of the intended works to the extent shown on the plans hereinafter mentioned, and also to deviate vertically from the level as shown on the sections as hereinafter mentioned.

To purchase and acquire lands, houses, and other property by compulsion or agreement for the purposes of the said intended railways and works, and to vary, repeal, or extinguish all existing rights and privileges connected with such lands, houses, and property which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railways and works, or with the objects of the intended Act, and to confer other rights and privileges, and also to use, alter, cross, divert, or stop up, either temporarily or permanently, all turnpike and other roads, ways, paths, passages, railways, tramways, aqueducts, bridges, weirs, canals, rivers, streams, sewers, pipes, and other works with which it may be necessary to interfere in the construction of the said intended railways and works or any of them.

To levy tolls, rates, and charges for, or in respect of the use of the said intended railways and works, and of the railways and portions of railways to be used by the Company as hereinafter

mentioned; to vary existing tolls, rates, and charges, and to grant exemptions from tolls, rates, and charges.

And the said intended Act will empower the Company and all Companies and persons lawfully working or using their railways, or any part thereof, to run over, work, and use with their respective engines and carriages, and for the purposes of traffic of every description, upon rates, payments, terms, and conditions, to be prescribed by or under the said intended Act, or (failing agreement) settled by arbitration.

1. So much of the lines of the Great Western Railway Company, and of the London and North-Western Railway Company respectively as are situate between the termination of the said intended Railways No. 2 and No. 11, and the respective stations of those Companies at Wolverhampton known as the Low Level and High Level Stations, including those stations.

2. So much of the Kingswinford Branch and of the main line of the West Midland section of the Great Western Railway Company as lies between the said intended Railway No. 3 and Stourbridge, including the station there.

3. So much of the West Midland section of the Great Western Railway as is situate between the junction with that railway of the said intended Railway No. 4, and the Dudley Station belonging to the Great Western Railway Company, including that station and also the Netherton Station. Together with all stations, sidings, warehouses, buildings, booking and other offices, approaches, watering places, sheds, standing room for engines, works and conveniences, water supplies, telegraphs, signals, and machinery in and upon those railways or portions of railways respectively; and to require the Companies and persons owning and working those railways and portions of railways respectively to afford and render all services and facilities for the purposes aforesaid.

And the said intended act will also empower the Company to enter into and carry into effect contracts, arrangements, and agreements with the London and North-Western, Great Western, South Staffordshire, Central Wales, Central Wales Extension, Knighton, Bishop's Castle, Wenlock, and Cannock Chase and Wolverhampton Railway Companies (hereinafter called "The Nine Companies") or with any one or more of them, with respect to the use, working, maintenance, and management of the said intended railways and works of the Company, or any part thereof, with respect to the supply of rolling or working stock, and with respect to the traffic passing over the railways of the Company and of the Nine Companies respectively, or any part thereof, and the fixing, collection, and apportionment of the tolls and profits arising therefrom; and to enable the Nine Companies and the Company, or any or either of them, to apply any portion of their income or capital to the purposes of any such contracts, arrangements, and agreements.

The said intended Act will also make provision for facilitating the interchange and transmission of traffic from, to, over, and beyond the railways of the Company and the respective railways of the Nine Companies, and for securing through booking, through engines, carriages and waggon, and mileage rates from, to, over, and beyond those railways respectively, or any of them; also for fixing or ascertaining and settling the tolls, rates, and sums to be levied or charged, and the terms and conditions to be imposed for or in respect of any of the purposes aforesaid; and to make such alterations and reductions of the tolls, rates, and charges authorised