

parish of Penmorfa, in the county of Carnarvon, lying on the east side of and contiguous to the turnpike road leading from Tremadoc to Carnarvon, and north-east of and near to the Brynكير Station of the Company;

Certain lands, houses, and buildings in the parish of Llanarmon, in the county of Carnarvon, lying on the north-west side of and contiguous to the Carnarvonshire Railway of the Company, and north-east of and near to the level crossing on that railway known as the Rhoscillfawr Level Crossing; and certain other lands, houses, and buildings in the same parish lying on both sides of and contiguous to the Carnarvonshire Railway of the Company, and north of and near to the Llangybi Station on that railway:

To empower the Company and the Manchester, Sheffield, and Lincolnshire Railway Company jointly, or the Company separately, to acquire by compulsion or agreement, and to hold for purposes connected with the Oldham, Ashton-under-Lyne, and Guide Bridge Junction Railway, certain lands, houses, and buildings in the township and parish of Ashton-under-Lyne, in the county of Lancaster, portions of which lands lie contiguous or near to and on the south side of and include a portion of the slopes and lands of the Lancashire and Yorkshire Railway from Manchester to Ashton, and other portions of which lands lie contiguous or near to and on the south-east side of the said Oldham, Ashton-under-Lyne, and Guide Bridge Junction Railway at the junction of those railways, with power to stop up and extinguish all rights of way over, and to appropriate to purposes connected with the Oldham, Ashton-under-Lyne, and Guide Bridge Junction Railway, the portion of footpath which now crosses the said lands; and to empower the two Companies to make and carry into effect agreements with respect to the purchase of the said lands, houses, and buildings, and the use and appropriation thereof; and to empower the Manchester, Sheffield, and Lincolnshire Railway Company to apply to the purposes aforesaid any moneys belonging to them:

To empower the Company to purchase and acquire by agreement the absolute fee-simple and inheritance of and in any lands and buildings now held by them on any less tenure than the fee-simple and inheritance thereof:

To extend the time for the sale of all or any lands acquired by the Company which are not, or eventually may not be, required for the purposes of their undertaking, and to confer further powers on the Company with relation thereto:

To empower the Company to grant building leases for terms of years of any lands which may have been heretofore or may from time to time hereafter be used or occupied for the purposes of their Railway, or for any purpose incidental to the traffic or business thereof, and which may at any time or from time to time cease to be so used, and any other lands which may have been or may be hereafter acquired by the Company, and which may be found not to be required for the purposes of their undertaking, and to sell and dispose of all or any of such lands within a period or periods to be limited by the intended Act, and so far as may be necessary to alter and amend the provisions of "The Lands Clauses Consolidation Act, 1845," in reference to the sale of superfluous lands:

To authorise the abandonment of the Little Hulton Mineral Branch Railway authorised by "The London and North Western Railway (New Works and Additional Powers) Act 1869":

To empower the Company to pass over and use with their engines and carriages, and for traffic of every description, and with their clerks, officers, and servants, upon payment of such rates, tolls, or charges, and upon such terms and conditions, as may be agreed upon, or as, failing agreement, may be prescribed by or settled and determined under the provisions of the intended Act, the portions of Railway next hereinafter described, together with the stations, watering places, water, booking offices, warehouses, wharves, sidings, approaches, works, and conveniences connected therewith (that is to say):

So much of the Railway of the Monmouthshire Railway and Canal Company (hereinafter called "The Monmouthshire Company") as lies between the Abertillery Station on that Railway and the termination of the Monmouthshire Company's Railway north of their Nantyglo Station, including the sidings or lines of Railway connecting the before described portion of Railway with the Blaينا Ironworks;

To empower the Monmouthshire Company to pass over and use with their engines and carriages, and for traffic of every description, and with their clerks, officers, and servants, upon payment of such rates or tolls, and upon such terms and conditions as may be agreed upon, or as failing agreement may be prescribed by or settled and determined under the provisions of the intended Act, the intended Railway called the Monmouthshire Railway Junction, together with the Brynmawr Station of the Company, and all other stations, watering places, water, booking offices, warehouses, wharves, sidings, approaches, works, and conveniences connected with that Railway:

To empower the Monmouthshire Company to subscribe or contribute towards the construction of that Railway, and to raise additional capital for the purpose, or to apply to such purpose any money belonging to them:

To make provision for the Monmouthshire Company becoming, if they think fit, joint owners with the Company of the intended Monmouthshire Railway Junction, and all stations, sidings, works, and conveniences connected therewith, upon and subject to such terms and conditions as may be agreed upon between the two Companies, or as may be authorised or prescribed by the intended Act; and to provide for the appointment of a Joint Committee for the purposes of such joint ownership:

To empower the Company and the Monmouthshire Company to make and enter into and carry into effect agreements with respect to all or any of the matters aforesaid, and also with respect to the interchange and transmission of traffic between and over their respective Railways, and the payments to be made in respect of and other the terms and conditions of such user, and with respect to the user by each or either of the two Companies of some portion of the Railways and works of the other Company, and with respect to the station and terminal accommodation and other facilities and services to be afforded and rendered by each of the two Companies to the other of them, both in relation to the running powers before mentioned and otherwise, and with respect to the division and apportionment of the receipts arising from traffic and otherwise in relation thereto; and to confirm any agreements entered into between the two Companies in relation to any of the matters aforesaid:

To empower the Company to pass over and use with their engines and carriages, and for traffic of every description, and with their Clerks, officers,