

and servants, and 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 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 Pantywan Railway of the Dowlais Iron Company as lies between the termination of the intended Dowlais and Vochrhiw Railway No. 2 and the commencement of the intended Dowlais and Vochrhiw Railway No. 3;

So much of the same railway as lies between the termination of the intended Dowlais and Vochrhiw Railway No. 3 and the commencement of the intended Dowlais and Vochrhiw Railway No. 4;

So much of the Tunnel Pit Railway of the Dowlais Iron Company as lies between the termination of the intended Dowlais and Vochrhiw Railway No. 6 and the commencement of the intended Dowlais and Vochrhiw Railway No. 7;

and to empower the Company to enter into and carry into effect agreements with the Dowlais Iron Company with respect to the matters aforesaid:

To confirm and give effect to certain heads of agreement dated the 20th day of March, 1867, and made between the Company, of the first part, the North London Railway Company, of the second part, the London, Tilbury, and Southend Railway Company, of the third part, and Messieurs Peto, Brassey, and Betts, of the fourth part, in relation to the user and working of the railway of the London, Tilbury, and Southend Railway Company by the Company and the North London Railway Company:

To authorise and sanction the formation by the Mold and Denbigh Junction Railway Company of a certain road in the township of Trelan, in the parish of Nannerch, in the county of Flint, commencing from and out of the easternmost of the two public carriage-roads leading from the new turnpike-road between Mold and Denbigh, near the Sun Inn, to the old turnpike-road between Mold and Denbigh, at a point on the said easternmost road two hundred and thirty yards or thereabouts from the junction of that road with the said new turnpike-road, and terminating by a junction with the westernmost of those two public carriage-roads, at a point thereon eighty yards or thereabouts from the junction of that road with the said new turnpike-road; and to empower the Mold and Denbigh Junction Railway Company to stop up and discontinue and extinguish all rights of way over and appropriate to the purposes of their undertaking so much of each of the said two public carriage-roads as lies between the boundaries of their property; and to authorise and sanction the application by the Mold and Denbigh Junction Railway Company of their funds in and about the formation and maintenance of the said road, and other the purposes aforesaid:

To empower the Dundalk and Greenore Railway Company (hereinafter called "the Dundalk Company") to make and maintain the railway next hereinafter described, with all proper approaches, stations, sidings, works, and conveniences connected therewith (that is to say):

A railway (to be called "the Dundalk Curve") commencing in the townland of Mount Hamilton, in the parish of Dundalk, in the county of Louth, by a junction with the

main line of the Dublin and Belfast Junction Railway, at a point thereon eighty yards or thereabouts north of the bridge which carries the public road from Dundalk to Ardee over that railway, and terminating in the townland of Townparks, in the same parish and county, by a junction with the Irish North Western Railway at a point thereon one hundred and seventy yards or thereabouts east of the crossing of that railway by the Dublin and Belfast Junction Railway; which said intended railway will be wholly situate within the said townlands of Mount Hamilton and Townparks:

To empower the Dundalk Company to purchase and take by compulsion or agreement lands, houses, and buildings for the purpose of the intended Dundalk Curve:

To empower the Dundalk Company to demand and recover tolls, rates, and charges for or in respect of the intended Dundalk Curve:

To empower the Dundalk Company to apply to the purposes of the intended Dundalk Curve moneys belonging to them:

To make provision for the repair of all or any of the new roads or highways to be constructed under the authority of the intended Act by the same persons and by the same means as other roads or highways in the parishes, townships, or places within which the intended new roads or highways respectively will be situate are for the time being legally repairable:

To vary and extinguish all existing rights and privileges connected with any lands, houses, or buildings proposed to be purchased, acquired, or appropriated for the purposes of the intended Act, which would in any manner impede or interfere with such purposes or any of them, and to confer other rights and privileges:

To authorise the crossing, stopping up, altering, or diverting, whether temporarily or permanently, of all turnpike-roads, highways, tramways, canals, rivers, and streams within or adjoining to the before-mentioned parishes, townships, and extra-parochial and other places which it may be necessary to cross, stop up, alter, or divert in executing the several purposes of the intended Act:

To authorise or sanction the application by the Company of a portion of their funds in or towards the erection and establishment of the North Western Hotel at the Company's Lime-street Station, Liverpool, and to confer upon the Company other powers in reference to that Hotel; and to empower the Company to subscribe or contribute towards, and to hold a share or shares in, the Buxton Palace Company Limited, whose hotel is near the Company's station at Buxton:

To empower the Company to grant and issue in their name and under their seal, mortgages, bonds, debentures, or debenture stock, in renewal of or in exchange, substitution, or satisfaction for mortgages or bonds of the following Companies, or any or either of them (that is to say): the Kendal and Windermere Railway Company, the Chester and Holyhead Railway Company, and the Shropshire Union Railways and Canal Company:

To empower the Company to apply to all or any of the purposes of the intended Act any money belonging to them:

And for the purposes aforesaid it is intended, if need be, to alter and amend, and extend, or to repeal all or some of the powers and provisions of the several local and personal Acts following, or some of them (that is to say): the Acts directly or indirectly relating to the London and North Western Railway Company, 8 and 9 Vict., caps. 36, 37, 43, 105, 111, 112, 123, 156, and 198;