

parish of Eglwys Cymmyr in the same county, at a point, on the eastern boundary of the road leading from Greenbridge to Tremolet House, distant 15 chains, or thereabouts, measured in a north-easterly direction from the junction of the said road with the road leading from Greenbridge to Pendine.

The said intended Railway (No. 1) will pass from, through, in or into the following places or parishes, or some of them, viz.:—Abergwili, borough of Carmarthen, St. Peters, Carmarthen, Merthyr, Llanvihangel Abercywyn, St. Clears, Laugharne, Llandawke, Llandowror, Eglwys Cymmyr, and Pendine, or some of them, all in the county of Carmarthen.

Railway (No. 2), commencing in the parish of Eglwys Cymmyr, in the county of Carmarthen, by a junction with Railway (No. 1) at its point of termination, as before described, thence proceeding in a westerly direction, and terminating in the parish of St. Issells, in the county of Pembroke, by a junction with the Pembroke and Tenby Railway, at a point distant 3 chains, or thereabouts, measured along the said railway in a north-westerly direction from the centre of the bridge carrying the occupation road to Catershook Farm over the said railway.

The said intended Railway (No. 2), will pass from, through, in, or into the following places or parishes, or some of them, viz.:—Eglwys Cymmyr, Cyffig, and Marros, in the county of Carmarthen, and Crunwear, Amroth, Ludchurch, Narberth South and St. Issells, in the county of Pembroke.

Railway (No. 3), commencing in the parish of Narberth South, in the county of Pembroke, by a junction with Railway (No. 2), hereinbefore described, at a point distant 16 chains, or thereabouts, from the centre of the bridge carrying the Pembroke and Tenby Railway over the road leading from the Narberth and Tenby-road to Maubessmill, and measured along the said road in an easterly direction, thence proceeding in a westerly direction, and terminating in the parish of St. Michaels, in the same county, by a junction with the Pembroke and Tenby Railway at a point distant 30 chains, or thereabouts, from the third mile post from Pembroke Dock, on the said railway, measured in a westerly direction.

The said intended Railway (No. 3) will pass from, through, in, or into the following places or parishes, or some of them, viz.:—Narberth South, Begelly, Reynalton Loveston, East Williamston, Jeffreston, Redberth, Carew, Nash, Lamphey, Borough of Pembroke, and St. Michaels, all in the county of Pembroke.

Railway, (No. 4), commencing in the parish of St. Michaels, in the county of Pembroke, by a junction with the Pembroke and Tenby Railway at the point of termination of Railway (No. 3), as hereinbefore described, thence proceeding in a westerly direction and terminating in the parish of Pwllcrochan, in the county of Pembroke, at a point distant 5 chains, or thereabouts, measured due east from the north eastern corner of the porch of Bullwell House, occupied by Thomas Walters.

The said intended Railway (No. 4), will pass from, through, in, or into the following places or parishes, or some of them, viz.:—St. Michaels, borough of Pembroke, St. Mary Monkton,

Rhoscrowther, and Pwllcrochan, all in the county of Pembroke.

Railway (No. 5), commencing in the parish of Laugharne, in the county of Carmarthen, by a junction with Railway (No. 1), hereinbefore described, at a point distant 6 chains, or thereabouts, from the junction of the occupation road leading to Maesygrove with the public road from Laugharne to Llandowror, and measured along the said public road in a north westerly direction, and terminating in the town of Laugharne, in the same county, at a point distant 1 chain, or thereabouts, from the cottage at the end of Holloway-road, measured in a direction due north.

The said intended Railway (No. 5), will pass from, through, in or into the following parishes, viz.: Llandawke and Laugharne, both in the county of Carmarthen.

To authorise the Company to deviate laterally from the lines, and vertically from the levels of the intended railways shown on the plans and sections hereinafter mentioned, to such extent within or beyond the limits allowed by the Railways Clauses Consolidation Act, 1845, as the Bill may prescribe.

To empower the Company to cross, divert, alter or stop up, whether temporarily or permanently, all such turnpike and other roads, highways, streets, pipes, sewers, canals, navigations, rivers, streams, bridges, telegraph and telephone apparatus, railways and tramways within the parishes, townships, extra-parochial and other places aforesaid, or any of them, as it may be necessary or convenient to cross, divert, alter or stop up, or interfere with for the purposes of the intended railways or any of them, or of the Bill.

To authorise the Company to purchase and take by compulsion, and also by agreement, lands, houses, tenements, and hereditaments within the parishes, townships, extra-parochial, and other places aforesaid, for the purposes of the intended railways and works, and of the Bill, and to purchase such part only of any property as may be required, without being subject to the liability imposed by Section 92 of the Lands Clauses Consolidation Act, 1845, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, tenements, and hereditaments so purchased or taken.

To enable the Company to levy tolls, rates, and duties upon or in respect of the intended railways and works, and upon the portion of railway stations and works which it is proposed to authorise the Company to run over, work, and use as hereinafter mentioned, and to alter the tolls, rates, and duties now authorised to be taken thereon, or in respect thereof respectively, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties respectively.

To empower the Company, and any company or persons for the time being, working or using the railways of the Company, or any part thereof, either by agreement or otherwise, and on such terms and conditions, and on payment of such tolls and rates as may be agreed on, or as may be settled by arbitration, or provided by the Bill, to run over, work and use with their engines, carriages and waggons, officers and servants, whether in charge of engines or trains, or for any other purpose whatsoever, and for the purposes of their traffic of every description, the portion of railway and station hereinafter mentioned (that is to say):—

So much of the Pembroke and Tenby Railway as is situate between the junction therewith of the intended Railway (No. 2), before described,