

venues connected therewith (that is to say):—

- (1) Railway No. 1 commencing in the borough and parish of Chesterfield by a junction with the Lancashire, Derbyshire and East Coast Railway at a point 17 chains, or thereabouts, measured in a westerly direction along the line of the Lancashire, Derbyshire and East Coast Railway Company from the centre of the bridge carrying that railway over the main line of the Midland Railway and terminating in the parish or township of Wingerworth at a point 30 yards or thereabouts, measured in a northerly direction from the weighbridge for full wagons of the No. 9 Colliery of the Clay Cross Company by a junction with the westernmost of the colliery sidings there.
- (2) Railway No. 2 commencing in the said parish or township of Wingerworth by a junction with the intended Railway No. 1 before described in the field numbered 293 on the 25-inch ordnance map of that parish (second edition 1898) at a point 11 chains, or thereabouts, measured in a south-easterly direction from the south-west corner of the said field, and 14 chains, or thereabouts, measured in a north-westerly direction from the south-east corner of the same field and terminating in the parish or township of Tupton at a point 40 yards, or thereabouts, measured in a southerly direction from the Ulay Cross Company's weighbridge by a junction with the westernmost of the said Company's sidings adjoining the North Midland Branch of the Midland Railway.
- (3) Railway No. 3 commencing in the said parish or township of Tupton by a junction with the intended Railway No. 2 before described in the field numbered 189 on the 25-inch ordnance map (second edition 1899) at a point $10\frac{1}{2}$ chains, or thereabouts, measured in a south-easterly direction from the north-west corner of the said field and 11 chains, or thereabouts, from the south-east corner of the said field measured in a northerly direction and terminating in the parish or township of Pilsley in the field numbered 304, on the said 25-inch ordnance map (second edition, 1899) at a point $6\frac{1}{2}$ chains or thereabouts measured in a south-westerly direction from the north-east corner of the said field and $5\frac{1}{2}$ chains or thereabouts measured in a westerly direction from the south-east corner of the said field.
- (4) Railway No. 4 commencing at the termination of the intended Railway No. 3 before described in the said parish or township of Pilsley and terminating in the parish or township of Morton, at a point 23 yards, or thereabouts, measured in a north-easterly direction from the north-east corner of the Clay Cross Company's coke ovens at Morton Colliery by a junction with the westernmost of the colliery sidings there.
- (5) Railway No. 5, commencing at the termination of the intended Railway No. 3, before described, in the said parish or township of Pilsley, and terminating in the same parish, at a point 18 yards or thereabouts measured in a south-westerly direction from the weighbridge for full wagons of No. 7 Colliery of the Clay Cross Company by a junction with the centre siding there.

Which said intended railways and works, or some of them, will be made in and pass through the following parishes, townships and places of Chesterfield, Hasland, Wingerworth, Tupton, Clay-lane, Woodthorpe, Egstow, Pilsley and Morton all in the county of Derby.

To deviate laterally and vertically from the lines and levels of the said intended railways and works, or either of them, to such extent as may be defined on the plans and sections to be deposited, as hereinafter mentioned, or as may be provided by the Bill.

To purchase, and take by compulsion or agreement, lands, houses, hereditaments, and other property, for the purposes of the intended railways and works, and to acquire and take easements, or other rights or interests in, over, or affecting lands, houses, tenements, hereditaments, and other property, and notwithstanding the 92nd Section of the Lands Clauses Consolidation Act, 1845, to enable the Company to purchase, and take part only of or any easement, under any house, building, manufactory or premises, without being required to purchase the whole or any greater part thereof, than may be necessary for the purposes of the intended Act, and to vary or extinguish all rights and privileges, connected with such lands, houses, buildings, manufactories and property, or such parts thereof, as aforesaid.

To sell, mortgage, lease or appropriate for building, or otherwise dispose of any land adjacent to the intended railways, which may be purchased or acquired under the powers of the Bill, and which may not be eventually required for the purposes of the Company without being subject to the provisions of the Lands Clauses Consolidation Act, 1845, relating to surplus land.

To authorize the Company to cross, divert, alter or stop up, permanently or temporarily, all roads, highways, streets, footpaths, pipes, sewers, rivers, streams, watercourses, bridges, railways and telegraphic and telephonic apparatus, as it may be necessary to interfere with, in constructing, working or maintaining the intended railways, or any of them respectively.

To authorize the Company to levy tolls, rates, and charges in respect of the intended railways and works or any of them and to alter existing tolls, fares, rates and charges, and to confer exemptions from the payment of tolls, rates, fares and charges, and to confer, vary or extinguish other rights and privileges.

To authorize the Company notwithstanding anything in the Companies Clauses Consolidation Act, 1845, contained to pay out of the capital or funds of the Company interest or dividends on any shares or stocks of the Company for such period during the construction of the railways as may be authorized by the intended Act.

To empower the Company on the one hand, and the Great Central Railway Company; the Midland Railway Company; the Great Eastern Railway Company; the London and North Western Railway Company; the Great Northern Railway Company; and the Lancashire, Derbyshire and East Coast Railway Company or any one or more of those companies, on the other hand from time to time to enter into and carry into effect contracts and agreements with respect to the working, use, management and maintenance of the railways and works of the Company or any part or parts thereof, the collection, transmission, management, regulation, interchange and delivery of traffic upon, and coming from or destined for the railways of the contracting companies; the supply of