

as "The Company,") and to enable them to make and maintain the railways hereinafter mentioned, or some or one of them, or some part or parts thereof, with all needful works, stations, approaches and conveniences connected therewith respectively, that is to say :

#### Railway No. 1.

A railway entirely in Shropshire, commencing at a point on that part of the Shrewsbury and Birmingham Railway which lies between Wellington and Shrewsbury, 4 chains or thereabouts to the west of the bridge which immediately adjoins the Admaston Station, in the township of Admaston, in the parish of Wrockwardine, passing through the parishes, townships, extra-parochial and other places following, or some of them, that is to say, Wellington, Wrockwardine, Admaston, Eyton, Longlane, Bratton, Rushmoor, Allscott, Longdon-upon-Tern, High Ercal, otherwise Ercal Magna, Sleaf, Tern, Crudgington, Moortown, Rowton, Kinnersley, Cold Hatton, Stanton, Waters Upton (parish or district), High Hatton, Ellerdine, Little Bolas, Great Bolas, Childs Ercal, Peplow, Hodnet, Wollerton, Stanton, Losford, Stoke-upon-Tern, Eaton, Ollerton, Stoke, Sutton, Drayton Magna, Drayton Parva, Betton, Hinstock, Longslow, Moreton Say, Longford, and Drayton in Hales, otherwise Market Drayton, or some of them, and terminating by a junction with the authorized line of the Nantwich and Market Drayton Railway, at the terminus of the said railway, in a field immediately adjoining to and to the eastward of the public road leading from Market Drayton to Adderley, which field is numbered 45 in the parish of Drayton in Hales, otherwise Market Drayton, upon the plans deposited at the office of the Clerk of the Peace for Shropshire, with relation to "The Nantwich and Market Drayton Railway Act, 1861."

#### Railway No. 2.

A railway entirely in Cheshire, commencing at a point upon the authorized line of the Nantwich and Market Drayton Railway, six furlongs and a half, or thereabouts, from the commencement of the said railway as shown upon the said deposited plans, and in a field immediately adjoining to and on the north side of the public road leading from Nantwich to Whitchurch, which field is numbered 28, in the parish of Acton, on the said deposited plans, passing through the parishes, townships, or places following, or some of them: Edleston or Edlaston, Nantwich, Acton, Alvaston, Henhull, Wistaston, Beam Heath, Willaston, Woolstanwood Worleston, Coppenhall, Church Coppenhall, Monks Coppenhall, Bradfield Green, Church Minshull, Minshull Vernon, St. Peter Leighton, Warmingham, Occleston, Sutton, Newton, Middlewich, Kinderton or Kinderton-cum-Hulme, Over, Croxton, Byley-cum-Yatehouse, Bostock, Ravenscroft, Whatcroft, Stublach, Newall, Shurlach, Shipbrook, Davenham, Rudheath, Witton-cum-Twambrooks, Lostock Gralam, Northwich, Witton, Great Budworth, or some of them, and terminating by a junction with the authorized line of the Cheshire Midland Railway, in a field numbered 65, in the township of Lostock Gralam, in the said parish of Great Budworth, in Cheshire, on the plans deposited with the Clerk of the Peace for Cheshire, with relation to the Cheshire Midland Railway Act.

#### Railway No. 3.

A railway entirely in the township of Witton-cum-Twambrooks, in the said parish of Great Budworth, commencing out of the before-mentioned railway No. 2, in a field known as the

"Big Field," adjoining to and on the east side of the public road, and called "Penny's Lane," owned by the trustees under the will of the late Joseph Lea and Ann Lea, and occupied by John Norton, in the township of Witton-cum-Twambrooks, and terminating by a junction with the authorized line of the Cheshire Midland Railway at the terminus of the said railway in a field numbered 12 in the township of Witton-cum-Twambrooks upon the plans deposited with the Clerk of the Peace for Cheshire, with relation to "The Cheshire Midland Railway Act, 1860."

And it is also proposed by the said Bill to apply for the following, or some of the following among other powers:—

To cross, divert, alter or stop up, whether temporarily or permanently, roads, tramways, drains, sewers, navigations, rivers, streams, and water-courses, so far as may be necessary in constructing or maintaining the said railways, or the works connected therewith.

To purchase lands, houses and other property compulsorily for the purposes of the said intended railways and works, and to levy tolls, rates and charges in respect thereof, and to alter existing tolls, rates, and charges. To enable the Company and all Companies and persons lawfully using the railways of the Company to run over and use with their engines and carriages of every description, and with their clerks, officers and servants, upon such terms and conditions, and on payment of such tolls, rates and charges as may be agreed upon or settled by arbitration, all or any part of the respective railways after mentioned, together with the stations, watering places, booking offices, warehouses, landing places, sidings, works and conveniences connected therewith respectively, that is to say:—so much of the Shrewsbury and Birmingham Railway, whether belonging to the Great Western Railway Company, or the Shropshire Union Railway Company, severally or jointly, as lies between the intended commencement of the first herein-described railway and the station of the said Company or Companies at Wellington, including the said station—the West Midland Railway, the Nantwich and Market Drayton Railway, the West Cheshire and the Cheshire Midland Railways.

To require the Companies or persons owning or working the said railways respectively, to receive, book through, forward, accommodate and deliver on and from the said railways, and at the stations, warehouses and booking-offices thereof, all traffic of whatever description coming from or destined for the undertaking of the Company, upon such terms and conditions as may be agreed upon, or failing such agreement, as shall be settled by arbitration; and if need be, to alter the tolls and charges which the said Companies may respectively receive and take upon their respective undertakings, and to confer exemptions from such tolls and charges.

To authorize the Great Western, the West Midland and the Nantwich and Market Drayton Railway Companies, or any one or more of them, to contribute towards the cost of constructing the intended railways and works, and the other purposes of the Bill, out of their corporate funds, and, if necessary, out of capital to be raised by them respectively under the powers of the Bill, by shares or stock and by loan, and with or without any priority of dividend or interest, and other advantage over their existing and authorized capital, and to enable those Companies or any of them, to hold shares in the capital of the Company, and to guarantee the payment of interest