

Brookhouse Farm, and which pasture field is numbered 92 on the deposited plans referred to in the Act of 1866.

To extend the time for the completion of the railways and works authorised by the Act of 1866 (except such parts thereof as shall be authorised to be abandoned under the intended Act), and for the exercise of the powers for the compulsory purchase of lands, houses, and other property, for the purposes of such railways and works.

To enable the Company to construct and lay down the said Railway No. 1, or so much thereof as shall not be authorised to be abandoned as aforesaid, and also the railways which in the said Act of 1866 are respectively called Railway No. 2 and Railway No. 3, on a narrower gauge than either of the gauges mentioned in the Act of 9th and 10th Victoria, cap. 57, regulating the gauge of railways.

To enable the Company to make alterations in the line and levels of the Railway No. 1 authorised by the Act of 1866, or such part or parts thereof as shall not be authorised to be abandoned as aforesaid, and also in the line and levels of the said Railways No. 2 and 3; which said lines, after such abandonment and alterations, are intended to pass from, through, or into the following parishes, townships, extra-parochial, and other places, or some or one of them, that is to say: Saint Martin's, Ifton, Ifton Rhyn, Wigginton, Erwescob, Rhoswiell, Gledrid, Berllandeg, Chirk-bank, Brynkynallt, Preesgwene, Weston, Weston Rhyn, The Lodge, Fron Flanog, Flaneg, Pontfaen, and Craignant, all in the county of Salop, and Craignant, Llangollen, Nantgwrld, Llangwrid, Crogen, Wladis Crogen, Idon, Bronygarth, Pontfadog, Dolywern, and Llwynmawr, Cilcochwyn, Erwallo, Hafodygyfnor, Glyn, Glyn Traian, Glyn Ceiriog, Llan-saintffraid, and Llan-saintffraid Glyn Ceiriog, Talygarth Lavar, Upper Lavar, Lower Lavar, Lavar above, and Lavar below, all in the county of Denbigh.

And it is proposed by the said intended Act to obtain power to transfer the powers, rights, and privileges of the Company to the Great Western Railway Company, the Shropshire Union Railways and Canal Company, and the Cambrian Slate Company, or any or either of them, or to any other person or person, company or companies, upon such terms and conditions as shall be agreed upon or provided by the said Act, or to sell or lease to the above Companies, or any or either of them, or any other person or persons, company or companies, for such term or terms of years, and subject to such terms and conditions in regard to the determination of such lease and otherwise as shall be agreed upon or provided by the said Act, the undertaking of the Company, or any part or parts thereof, and all or any part of the estates, rights, titles, interests, works, and conveniences, and of the messuages, lands, tenements, hereditaments, and premises belonging or appertaining thereto, or connected therewith, and all or any of the powers and privileges at present vested, or which will be vested in the Company by the said intended Act, and to grant to the purchaser or purchasers, the lessee or lessees, all necessary powers for purchasing or accepting the lease or leases, and to enable the purchaser or purchasers, lessee or lessees, to exercise the powers vested or to be vested in him or them, and to levy and receive tolls, rates, and dues, and to transfer to such purchaser or purchasers, lessee or lessees, during the continuance of any lease, all other rights, powers, privileges, duties, liabilities, and obligations of

the Company, relating to their undertaking, and to release the Company from such duties, obligations, and liabilities, and to confer upon the purchaser or purchasers, lessee or lessees, the benefit of all or any of the contracts entered into by the Company.

To reduce the tolls, rates, and duties which the Company are authorised to demand for the use of their railway and works, to confer exemption from the payment of such tolls, rates, and duties, and to confer, vary, or extinguish other rights and privileges.

To reduce the capital and borrowing powers of the Company, and to attach to any unissued shares a preference or other advantage.

To make provision for the release and re-transfer from the Accountant-General of the Court of Chancery in England to the Company or their nominees the money deposited in the Bank of England in respect of the railways authorised by the Act of 1866, and for the delivery up and cancellation of any bond or bonds or other security given in respect of such money.

To alter, amend, extend, and enlarge, and if need be to repeal the Ellesmere and Glyn Valley Railway Act, 1866, and the following acts relating to the Great Western Railway Company and their undertaking, viz.: 5 and 6 Wm. 4, cap. 107; 6 Wm. 4, caps. 36, 38, 77, and 79; 1 Vic., caps. 91 and 92 (1837), and 24 and 26 (1838); 2 Vic., cap. 27; 3 Vic., cap. 47; 3 and 4 Vic., cap. 105; 4 and 5 Vic., cap. 41; 5 Vic. (Sess. 2), cap. 28; 6 Vic., cap. 10; 7 Vic., cap. 3; 7 and 8 Vic., caps. 68 and 99; 8 and 9 Vic., caps. 40, 42, 53, 115, 155, 156, 183, 184; 188, 190, and 191; 9 Vic., cap. 14; 9 and 10 Vic., caps. 166, 181, 236, 239, 240, 250, 251, 274, 275, 278, 300, 303, 307, 313, 315, 326, 328, 335, 337, 338, 369, 383, and 402; 10 and 11 Vic., caps. 60, 72, 76, 86, 91, 101, 109, 144, 149, 154, 177, 226, and 242; 11 and 12 Vic., caps. 28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 158, and 159; 12 and 13 Vic., cap. 55; 13 Vic., caps. 6 and 7; 13 and 14 Vic., caps. 44, 98, and 110; 14 and 15 Vic., caps. 22, 48, 52, 53, 74, 81, and 131; 15 and 16 Vic., caps. 9, 125, 133, 140, 145, 146, 147, and 168; 16 and 17 Vic., caps. 121, 153, 175, 178, 179, 184, 204, 205, 209, 210, 212, and 227; 17 and 18 Vic., caps. 108, 120, 158, 163, 192, 202, 204, 207, 209, 215, and 222; 18 Vic., caps. 11, 59, and 69; 18 and 19 Vic., caps. 98, 171, 175, 181, 183, and 191; 19 and 20 Vic., caps. 111, 126, and 137; 20 and 21 Vic., caps. 8, 24, 54, 96, 116, 119, and 158; 21 and 22 Vic., caps. 90, 123, 126, 139, 142, and 146; 22 Vic., cap. 13; 22 and 23 Vic., caps. 1, 17, 22, 40, 46, 59, 64, 76, 81, 84, 105, 120, 134, and 138; 23 Vic., cap. 76; 23 and 24 Vic., caps. 69, 72, 76, 82, 94, 127, and 128; 24 Vic., caps. 32 and 36; 24 and 25 Vic., caps. 22, 73, 76, 81, 87, 133, 134, 143, 144, 164, 167, 189, 197, 204, 212, 213, 215, 221, 227, and 240; 25 and 26 Vic., caps. 14, 56, 58, 71, 109, 110, 127, 148, 161, 167, 168, 178, 183, 190, 196, 198, 206, 208, 209, 212, 218, 221, and 226; and 26 and 27 Vic., caps. 113, 127, 136, 151, and 198; and 27 and 28 Vic., caps. 176 and 306; 28 and 29 Vic., caps. 98, 101, 219, 260, and 299; and 29 and 30 Vic., caps. 221, 254, 307, and 356; 30 and 31 Vic., cap. 150; 31 and 32 Vic., caps. 54 and 145; also 33 Geo. 3, cap. 112; 35 Geo. 3, cap. 72; 39 Geo. 3, cap. 60; 49 Geo. 3, cap. 42; 55 Geo. 3, cap. 39; 57 Geo. 3, cap. 115; 1 and 2 Geo. 4, caps. 61 and 63; 6 Geo. 4, cap. 168; 7 Geo. 4, cap. 53; and 3 Wm. 4, cap. 70; and any other acts relating to that Company; also the following acts relating to the Shropshire Union Railways and Canal Company, viz.: the 9 and 10 Vic., caps. 322, 323, and 324; 10 and 11 Vic., cap. 121; 17 and 18 Vic.,