

the Company and the Carnarvon and Llanberis Railway Company jointly, or one of them, such further powers (if any) as may be necessary for the purchase by compulsion or agreement and the vesting of the lands through or over which such alteration has been made; and to provide for the maintenance and repair of the said altered portion of road by the trustees of the said turnpike road:

To empower the Company and the Carnarvon and Llanberis Railway Company jointly, or either of them, with the consent of the other, to acquire by compulsion or agreement and to hold the lands, houses, and buildings hereinafter described (that is to say):

Certain lands, houses, and buildings, in the parish of Llanberis, in the county of Carnarvon, lying between the turnpike road leading from Carnarvon to Llanberis and Llyn Padarn, and near to and east of the Padarn Villa Hotel;

Certain lands in the parish of Llanrug, in the county of Carnarvon, adjoining and on the south-west side of the Carnarvon and Llanberis Railway, and adjoining and on the east side of the public road leading from Llanrug to Pentir:

To empower the Company and the Great Western Railway Company (hereinafter called "the Great Western Company") jointly, or either of them with the consent of the other, to acquire by compulsion or agreement and to hold the lands, houses, and buildings hereinafter described (that is to say):

Certain lands, houses, and buildings in the chapelry or extra-parochial place of Birkenhead, in the county of Chester, lying between Bridge Street, Canning Street, and Freeman Street, and between Marcus Street and Corporation Road, and between Corporation Road, Cathcart Street, and the Great Float;

Certain lands in the township of Great Boughton, in the parish of Saint Oswald, in the county of Chester, lying on the north and south sides of and adjoining the Chester and Crewe Railway of the Company, and near the junction of that Railway with the Birkenhead Railway;

Certain lands in the parish of Saint John the Baptist, in the county of the city of Chester, lying on the north side of and adjoining the said Chester and Crewe Railway, and near the said junction;

Certain lands in the township of Newton, in the parish of Stokesay, in the county of Salop, lying on the east side of and adjoining the Shrewsbury and Hereford Railway at the Craven Arms Station; with power to divert so much of the footpath leading from the Craven Arms Station to the Craven Arms Hotel as extends for a distance of one hundred and twenty yards or thereabouts from the station road:

Certain lands in the parish of Hammersmith, in the county of Middlesex, lying on the west side of and adjoining the West London Railway, and near the coal wharf of the two Companies at Shepherd's Bush:

To make provision for the repair of all or any of the new roads to be constructed under the authority of the intended Act by the same persons and by the same means as other roads in the parishes, townships, or places within which the intended roads 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 authorize 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 aforesaid 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 empower the Company to levy tolls, rates, and charges for or in respect of the railways and other works to be authorised by the intended Act, or some of them, and to grant exemptions from the payment of tolls, rates, and charges:

To extend the respective periods now limited by "The London and North Western Railway (New Lines) Act, 1866," and "the London and North Western Railway (New Lines) Act, 1867," respectively for the purchase of lands and buildings for the purposes of and for the construction of the Railway first described in the first-mentioned Act as authorised to be deviated by the secondly-mentioned Act, and in that Act called "The Whitechurch and Tattenhall Railway:"

To extend the periods now limited by "The London and North Western Railway (New Lines) Act, 1866," and "The London and North Western Railway (New Lines) Act, 1867," respectively, for the construction of the railway sixthly described in the first-mentioned Act as authorised to be deviated by the secondly-mentioned Act, and in that Act called "The Mold and Tryddyn Railway:"

To authorise the abandonment of so much of the Railway authorised by and fifthly described in "The London and North Western Railway (Additional Powers) (England) Act, 1865," as extends from the junction therewith of the intended railway first hereinbefore described to the termination in the township of Little Hulton of the said authorised railway:

To authorise the discontinuance for public traffic of so much of the Company's Bolton and Kenyon Railway as extends from the before-mentioned point thereon sixty yards or thereabouts south-west of the bridge carrying Fletcher Street over that railway to the termination of that railway at Great Moor Street, Bolton:

To authorise the abandonment of so much of the railway at Winsford authorised by and secondly described in "The London and North Western Railway (New Lines) Act, 1866," as lies between the junction therewith of the railway authorised by and thirdly described in that Act and the termination thereof:

To authorise the abandonment of the new road in the townships of Gorton and Newton, in the parish of Manchester, authorised by and first described in "The London and North Western Railway (New Works and Additional Powers) Act 1866:"

To extend the time for the sale of all or any lands acquired by the Company which are not, or eventually may not be, required for the purposes of their undertaking; and to confer further powers on the Company with relation thereto and for selling or disposing of the said lands or parts thereof on chief rent, or for granting leases thereof or of any parts thereof:

To empower the Company to make and enforce the observance of bye-laws with reference