

be widened, enlarged, deviated, and altered under the Bill, and of the intended new branch railways on a gauge to be specified in the Bill, and (if need be) to exempt the railway from the operation of the Act (9th and 10th Vic., cap. 57), regulating the gauge of railways.

To authorise or require the Company to stop up and discontinue the use of so much and such parts of their existing railway as may become unnecessary by reason of the intended deviation and alteration thereof, or of the construction of any of the proposed works, and to sell and dispose of so much of their said existing railway as they may not require for siding or other accommodation.

To empower the Company to take, divert, appropriate, impound, and use the waters of the brooks or streams hereinafter mentioned and referred to, and for that purpose to make, lay down, and maintain the following works, or some of them, that is to say:—

Firstly.—An aqueduct, conduit, or line of pipes wholly in the parish of Festiniog and county of Merioneth, commencing in and out of the stream or brook which runs through and adjoins certain farm lands called or known as "Criau," in the occupation of Griffith Jones, at a point about thirty-five yards south-east of the farmhouse, on those lands also called or known as "Criau," and terminating at a point on the Festiniog Railway about 330 yards eastward (measured along the railway) from the north-east end of the iron bridge which carries the railway over the turnpike road leading from Tan-y-Bwlch to Beddgelert.

Secondly.—An aqueduct, conduit, or line of pipes wholly in the said parish of Festiniog, commencing in and out of the stream or brook, which runs at about forty yards distance from and south-west of the Company's railway station at Dyffws, at a point about 160 yards from and south-west of the extreme south-east end of the Company's station at Dyffws aforesaid, and terminating at a point about 130 yards east of the passenger booking office at that station.

Thirdly.—An aqueduct, conduit, or line of pipes wholly in the parish of Llandecwyn aforesaid, commencing in and out of the stream or brook which passes under the Company's railway, about 440 yards west along the line of railway from the western end of station office at Rhiwgoch, at a point about 55 yards (measuring along the stream or brook), from and north of the point where the said stream or brook passes under the said railway, and terminating at a point about 126 yards, measured from and east of the said station office at Rhiwgoch.

To deviate laterally from the line of the proposed works to the extent shown on the plans hereinafter mentioned, and to deviate vertically from the levels of the works shown on the sections hereinafter mentioned.

To purchase by compulsion or otherwise lands, houses, and hereditaments for the purposes of the proposed works and of the Bill, and to vary or extinguish all rights and privileges connected with such lands, houses, and hereditaments.

To stop up, alter, divert, cross, or break up; or otherwise interfere with, either temporarily or permanently, all turnpike and other roads, highways, bridges, footpaths, streets, railways, aqueducts, canals, streams, brooks, sewers, drains, pipes, and water-courses within the before named parishes and places, or any of them, which it may be necessary or convenient to stop up, alter, divert, cross, break up, or interfere with for the purposes of the proposed works or of the Bill.

To empower the Company to become carriers of passengers for hire, and to enable them, or to declare their right, to use locomotive engines upon their railway.

To empower the Company to take and receive tolls, rates, and duties upon and in respect of the use of their railway for the time being, and every part thereof, and to alter existing tolls, rates, and duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties.

To enable the Company to purchase by compulsion or otherwise all outstanding reversions, charges, estates, rights, and interests (if any) not already acquired by or vested in them, of, in, to, or affecting certain lands and hereditaments in the parish of Ynys-Cynhaiarn, in the county of Carnarvon, and the parishes of Llanfihangel-y-Traethau and Festiniog, in the county of Merioneth, now in the occupation of the Company.

To empower the Company, on the one side, and the proprietor or proprietors for the time being of the Traeth-Mawr embankment, and the beneficial occupier or occupiers, receiver or receivers for the time being of the tolls arising or payable in respect of such embankment, on the other side, from time to time to enter into and carry into effect contracts and agreements for the commutation, purchase, or extinguishing of the tolls, or any part or parts thereof, which the Company are now liable to pay for slates carried upon their existing railway, over, or upon the said embankment.

To enable the Company, on the one side, and the person or persons (if any) for the time being entitled to the tolls or sums of one penny per ton, payable under or mentioned in the 149th section of the Act of 1832, from time to time to enter into and carry into effect contracts and agreements for the commutation, purchase, or extinguishment of the said tolls or sums.

To authorise the Company to raise further moneys by the creation of new shares and stock, with or without priority or preference in the payment of dividends or interest, or other special privileges, and by borrowing.

To capitalise moneys expended by the Company upon their existing railway and works connected therewith, out of revenue, and to make provision for the distribution of the shares, stock, and capital representing such expenditure, amongst the proprietors, or some class or classes of proprietors, of the Company.

To exempt all persons using the railway or proposed works of the Company, and the officers and servants of the Company, and all persons to be authorised in that behalf by the Company, or any officer or contractor of the Company, and all persons engaged in carrying the Bill into execution, from payment of tolls for using or crossing, or passing along or upon, the Traeth-Mawr embankment.

And it is further proposed by the Bill to repeal or amend the local and personal Act 47 Geo. III, cap. 36, intituled "An Act to enable His Majesty to vest the Sands of Traeth-Mawr, dividing the Counties of Carnarvon and Merioneth, in William Alexander Madocks, Esquire."

And the Bill will also incorporate with itself the provisions, or some of the provisions, of "The Lands Clauses Consolidation Act, 1845," and "The Lands Clauses Consolidation Acts Amendment Act, 1860," or one of those Acts, and will vary or extinguish all rights and privileges inconsistent with its objects, and will confer other rights and privileges.

On or before the 30th day of November, 1868, duplicate plans and sections of the proposed works, with a book of reference to such plans, and a published map showing the general course of the rail-