

north of the Clipstone Station on that line, and terminating by a junction with the same line at a point thereon five hundred and sixty yards, or thereabouts, north-west of the northern entrance of the Oxendon Tunnel on that line.

A railway (to be called the "Seaton and Wansford Railway") commencing in the parish of Seaton, in the county of Rutland, by a junction with the Rugby and Stamford Line of the Company's Railway, at a point thereon one hundred and fifty yards, or thereabouts north-east of the booking-office of the Seaton Station, and terminating in the parish of Sibson-cum-Stibbington, in the county of Huntingdon, by a junction with the Northampton and Peterborough Branch of the Company's Railway, at a point thereon five hundred and twenty yards, or thereabouts, south-west of the south-west entrance of the tunnel on that branch known as the Wansford Tunnel; which intended railway will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial, or other places following, or some of them (that is to say):—Seaton and Barrowden, in the county of Rutland; Wakerley, Fineshade, Blatherwycke, King's-Cliffe, the Walk of Sulebay, within the Forest of Rockingham, and the Walk of Westhay within the said Forest of Rockingham, Cliff Parks, Apethorpe, and Nassington, in the county of Northampton; and Elton and Sibson-cum-Stibbington, in the county of Huntingdon.

A railway (to be called the "Norton Branch Extension") commencing in the parish of Norton-under-Cannock, otherwise Norton Canes, in the county of Stafford, by a junction with the Norton Branch of the Company's Railway, at a point thereon five hundred yards, or thereabouts, south-east of the north-west termination of that branch, and terminating in the township and parish of Cannock, in the same county, by a junction with the Rugeley and Cannock Line of the Company's Railway, at a point thereon two hundred yards, or thereabouts, north-east of the bridge carrying that line over the public carriage road leading from Cannock, by White's Hill House to Hill Top, Hednesford, and Littleworth; which said intended railway will be wholly situate in the said township and parishes; with power to the Company (in addition to the other lands, houses, and buildings which the Company may be empowered by the intended Act to take) to acquire by compulsion or agreement, and to hold for purposes connected with the Norton Branch Extension, certain lands, houses, and buildings in the said township and parish of Cannock, lying adjacent to and on the south-east side of the Cannock Extension of the Birmingham Canal Navigations, near the northern termination of that Extension.

Five railways (to be called "the New Railways at Winsford,") to be wholly situate in the township of Wharton, in the parish of Davenham, in the county of Chester (that is to say):

Railway No. 1, commencing by a junction with the Company's siding to the Salt Works of the Wheelock Iron and Salt Company Limited, at a point thereon, nine hundred and forty-yards or [thereabouts, south-east of the junction of that siding with the main line of the Company's Railway, and terminating at a point three

hundred yards or thereabouts east of that part of the River Weaver, where the boundary between the premises of Messrs. Verdin and Messrs. Evans abuts on that river, which part of the river is half a mile or thereabouts, northward of the bridge over that river called Winsford Bridge.

Railway No. 2, commencing by a junction with Railway No. 1, at the termination thereof above described, and terminating near the Salt Works of Messrs. Verdin, where those works abut on the River Weaver, at a point six hundred and sixty yards or thereabouts, north of the said bridge.

Railway No. 3, commencing by a junction with Railway No. 2, at the termination thereof above described, and terminating at a point sixty-five yards or thereabouts north-east of the said bridge.

Railway No. 4, commencing by a junction with the Company's siding to the Coal Wharf of the said Wheelock Iron and Salt Company Limited, at the bridge carrying the road leading from Bostock to Winsford Bridge over that siding, and terminating by a junction with Railway No. 1, at a point one hundred and seventy yards or thereabouts measured in a south-westerly direction from the said bridge carrying the road from Bostock as above described.

Railway No. 5, commencing at a point adjoining or near to the north-east portion of the Salt works of Messrs. Evans, where those works abut on the River Weaver, being three hundred and seventy yards or thereabouts north-east of Winsford Bridge, and terminating by a junction with Railway No. 1, at a point three hundred and fifty yards or thereabouts south-east of the River Weaver, where the boundary between the premises of Messrs. Verdin and Messrs. Evans abuts on that river, being half a mile or thereabouts northwards of the last-mentioned bridge.

A railway (to be called the "Dewsbury Junction Railway,") commencing in the township and parish of Dewsbury, in the West Riding of the county of York, by a junction with the Leeds and Dewsbury Line of the Company's Railway, at a point thereon, 330 yards or thereabouts, north-east of where that line passes over the Heckmondwike Branch of the Lancashire and Yorkshire Railway, and terminating in the same township and parish, by a junction with with the said Heckmondwike Branch, at a point thereon, 60 yards or thereabouts, south-east of the booking office of the Ravensthorpe Station on that branch; which said intended railway will pass from, in, through or into, or be situate within the several parishes, townships, and extra-parochial, or other places of Dewsbury and Mirfield, in the said West Riding.

Four railways (to be called the "Abersychan Extension Railways,") to be wholly situate in the parish of Trevetin, in the county of Monmouth (that is to say):

Railway No. 1, commencing by a junction with the Brynmawr and Blaenavon Branch of the Company's Railway at the termination at Blaenavon of that Branch Railway, and terminating at a point one hundred and twenty-three yards or thereabouts, to the south-east of the overflow weir, of the Castle Pond, in the occupation of the