

use, rails, in, over, across, and on the level of the road leading from the Forbury to King's Meadow, in the said parish of Saint Lawrence, Reading, and county aforesaid, between certain lands on each side of the said road, occupied or about to be occupied by the Company for the purposes of their goods and mineral traffic, and to authorize the Company to maintain and use the rails already laid by them across and on the level of the said road and footpath respectively.

To enable the Company and the Corporation of the borough of Reading, or the Reading Local Board of Health, to enter into and carry into effect agreements as to the lines of rails across the said road and footpath respectively, and as to the stopping up of the said footpath, and the sewers or ditches on each side thereof, or either of them, or under the same, and in relation to the objects aforesaid, and also to empower the Company and the Corporation of the borough of Reading, or the Reading Local Board of Health, or either of them, to stop up and discontinue as a footpath or public highway so much and such parts of the said Vastern lane, road, or footpath, and the sewers or ditches on each side thereof, or either of them, or under the same, as is situate between the southern boundary of the railway of the Company and the termination of the said footpath at the Caversham Road in a certain event, and to vest in and appropriate to the purposes of the Company so much and such parts of the said existing Vastern lane, road, or footpath as lies between the boundaries of the Company's property.

To enable the Company and the Rhymney Railway Company to make and maintain the railways and works hereinafter mentioned, or some of them, or some part or parts thereof, together with all necessary stations, sidings, approaches, roads, works, and conveniences connected therewith (that is to say) :—

A deviation railway to be wholly situate in the parish of Merthyr Tydfil, in the county of Glamorgan, commencing by a junction with the Railway No. 1 authorized to be constructed by the Company and the Rhymney Railway Company by the Great Western Railway Act, 1872, at or near a point thereon about 4 chains from the commencement thereof at its junction with Railway No. 2 authorized by the Great Western Railway (Various Powers) Act, 1867, about $2\frac{1}{2}$ furlongs from the termination of the last-mentioned railway at or near No. 6 Blast Furnace of the Dowlais Iron Works, and terminating at or near a point about 20 yards to the northward of the bottom of the Mineral Tram Incline leading to the Ffoes-y-fran Iron-stone Mine Pit No. 1 of the Dowlais Iron Company, and which said deviation railway is intended to be in lieu of so much of the said Railway No. 1 as authorized as will be rendered unnecessary by the construction of the said deviation, with power to abandon so much of that railway as is situate between the point of commencement of the said intended railway and the termination of the said authorized Railway No. 1.

A deviation railway to be wholly situate in the parish of Merthyr Tydfil, in the county of Glamorgan, commencing by a junction with the last-mentioned intended railway at or near the termination thereof hereinbefore described, and terminating by a junction with the Railway No. 2 authorized to be constructed by the Company and the Rhymney Railway Company by the Great Western Railway Act, 1872, at or near a point thereon

about 6 chains from the commencement thereof, and 8 chains or thereabouts measured in a north-westerly direction from Ffoes-y-fran Iron-stone Mine Pit No. 2 of the Dowlais Iron Company, and which deviation railway is intended to be in lieu of so much of the said Railway No. 2 as authorized as is situate between the commencement thereof and the termination of the intended railway lastly hereinbefore described, with power to abandon so much of the said Railway No. 2 as is above described.

A new or substituted railway to be wholly situate in the said parish of Merthyr Tydfil, commencing by a junction with the said Railway No. 2 authorized to be constructed by the Company and the Rhymney Railway Company by the Great Western Railway Act, 1872, at a point thereon 12 chains or thereabouts from its authorized termination, by a junction with the Old Works Railway of the Dowlais Iron Company, near to the engine-shed thereon, and terminating at or near a point distant 8 chains or thereabouts in a north-westerly direction from the engine house at the top of the Cinder Incline of the Pennydarren Ironworks, and which new or substituted railway is intended to be in lieu of the said Railway No. 3 as authorized, with power to abandon that railway.

To enable the Company and the Rhymney Railway Company, or either of them, to purchase by agreement or compulsion lands, houses, and buildings, for the purposes of the said intended railways, or some of them, hereinbefore described, authorized to be constructed by the Company and the Rhymney Railway Company.

To enable the Company to purchase, by agreement or compulsion, lands, houses, and buildings for the purposes of the said intended railways, footpath, and works authorized to be constructed by the Company; and also to purchase, by agreement or compulsion, for the general purposes of their undertaking, and for providing increased accommodation, the lands, houses, and buildings following (that is to say)—

Certain lands, houses, and buildings on both sides of the Company's railway, and adjoining thereto, in the parishes of Kensington, otherwise Saint Mary Abbott's, Kensington, and Saint Luke, Chelsea, in the county of Middlesex, the lands on the northern side of the said railway extending from a point about 6 chains westward of the point where Golborne-road is carried by a bridge over such railway, in the parish of Kensington, otherwise Saint Mary Abbott's, Kensington, to the eastern boundary wall of the Western Gasworks, and which wall separates the garden occupied by the manager of those works from the said works in the same parish, and the lands on the southern side of the said railway extending from a point about 2 chains to the westward of the bridge which carries Golborne-road over the railway in the said parish of Kensington, otherwise Saint Mary Abbott's, Kensington, to the eastern boundary wall of the buildings in Wornington-road, in the parish of Saint Luke, Chelsea.

Certain lands, houses, and buildings on both sides of the Company's railway, and adjoining thereto, in the parish of Kensington, otherwise Saint Mary Abbott's, Kensington; the lands on the northern side extending from the western boundary wall of the Western Gasworks to the parish boundary between Kensington otherwise Saint Mary