

with the Lidford Extension of the Devon and Cornwall Railway, in course of construction, in land numbered 103 in that parish on the plans referred to in "The Okehampton Railway Act, 1864," and terminating in the parish of Holsworthy, in the same county, in a pasture field known as Lower Vesey's Croft, belonging to James Higgs, and occupied by William Northcote, and numbered 1,519 on the Tithe Commutation map of the parish of Holsworthy.

A railway (hereinafter referred to as Railway No. 1a) commencing in the parish of Okehampton, in the county of Devon, by a junction with the Lidford Extension of the Devon and Cornwall Railway in course of construction, in land numbered 110 in that parish on the plans referred to in "The Okehampton Railway Act, 1864," and terminating in the said parish of Okehampton by a junction with the intended Railway No. 1, at a point thereon about twenty chains or thereabouts north-west from its point of commencement, and about twenty chains north-east from the commencement of the intended Railway No. 1a, and which point of termination lies near and to the southward of the public highway leading from Okehampton to Tavistock and Launceston.

A railway (hereinafter referred to as Railway No. 2) commencing in the parish of Holsworthy, in the county of Devon, by a junction with the intended Railway No. 1, at its point of termination above described, and terminating in the parish of Jacobstow, in the county of Cornwall, on the eastern side of the public highway leading from Wainhouse Corner by Heedons Cross to Kenworthy or Canworthy Water, and about sixteen chains or thereabouts, measured along the said highway, to the southward of Heedons Cross.

A railway (hereinafter referred to as Railway No. 2a) to be wholly situate in the parish of Holsworthy, in the county of Devon, commencing by a junction with the intended Railway No. 2, at the termination thereof as above described, and terminating at the Holsworthy depôt of the Bude Canal.

A railway (hereinafter referred to as Railway No. 3) commencing in the parish of Jacobstow, in the county of Cornwall, by a junction with the intended Railway No. 2, at the termination thereof as above described, and terminating in the parish of Simonward, otherwise St. Breward, in the county of Cornwall, by a junction with the Bodmin and Wadebridge Railway, about ten chains or thereabouts to the south of the termination thereof, near Wenford Bridge.

A railway (hereinafter referred to as Railway No. 4) commencing at the termination of the intended Railway No. 2 as above described, and terminating in the parish of Saint Stephens by Launceston, in the county of Cornwall, by a junction with the Launceston and South Devon Railway, at a point thereon twenty chains or thereabouts, measured along that railway from the termination of the passenger lines of railway in that station.

A railway (hereinafter referred to as Railway No. 5) commencing by a junction with the intended Railway No. 2, in the parish of Whitstone, in the county of Cornwall, on the western side of the public highway leading from Whitstone by East Balsdon and Crowford on the River Tamar to Holsworthy,

at a point seven chains or thereabouts, measured along the said road in a southerly direction, from the bridge which carries that road over the Bude and Launceston Canal near Crowford aforesaid, and terminating in the parish of Stratton, in the county of Cornwall, on the foreshore of Bude, otherwise Bude Haven, at a point thereon eight chains or thereabouts to the northward of the sea or entrance lock of the Bude Canal, which said intended railways will pass through or into the parishes, extra-parochial or other places following, or some or one of them (that is to say): Okehampton, Sourton, Bridestowe, Bratton Clovelly, Germans Week, Ashbury, North Lew, Beaworthy, Halwill, Ashwater, Clawton, Hollacombe, Pyworthy, Cookbury, Black Torrington, High Hampton, Bradford, Holsworthy, Bridgerule, Pancrassweek otherwise Pancrasswike, Tetcot, and North Petherwin, all in the county of Devon; and Marhamchurch Launcells otherwise Launcelles, Pounstock otherwise Poundstock, Whitstone, North Tamerton, Week Saint Mary otherwise Mary Week, Saint Ginnis otherwise Saint Gennis otherwise Saint Gennys, Jacobstow, Saint Juliot, Forrabury, Trevalga, Lanteglos otherwise Lanteglos-by-Camelford, Camelford, Michaelstow, Warbstow, Treneghos, Otterham, Davidstow, Saint Clether Advent, Blisland, Temple, Simonward otherwise Saint Breward, Lesnewth, Minster, Saint Tudy, Saint Mabyn, Tremaine, Tresmeer, Egloskerry, Trewen, North Petherwin, South Petherwin, Saint Stephens by Launceston, Saint Thomas the Apostle, Stratton, Poughill, Bude, Bude Haven, the hamlet of Saint Thomas-street, otherwise the hamlet of Saint Thomas the Apostle, otherwise the hamlet of Saint Thomas in the borough of Dunheved, otherwise Launceston, all in the county of Cornwall.

To authorise the Company to purchase and take by compulsion or agreement lands, houses, and property required for the purposes of the intended railways and works, and to levy tolls, rates, and duties for the use of the intended railways and works, to alter existing tolls, rates, and duties, and to grant exemptions from the payment of tolls, rates, and duties.

To empower the Company to cross, stop up, alter, or divert, whether temporarily, or permanently, roads, streets, highways, railways, sidings, tramways, rivers, canals, navigations, streams, sewers, pipes, and other works, so far as may be necessary, in constructing or maintaining the said intended railways and works.

To empower the Company and all other Companies and persons lawfully using the authorised and intended railways of the Company or any part thereof, to run over and use with their engines and carriages, waggons and trucks, and their officers and servants, and for the purposes of traffic of every description, the railway following (that is to say):

The Bodmin and Wadebridge Railway.

Together with all tramways, sidings, stations, buildings, offices, warehouses, approaches, water supplies, telegraphs, signals, machinery, works, and conveniences, on or connected or used with the said railway upon such terms and conditions, pecuniary and otherwise, and on payment of such tolls, rates, and charges as may from time to time be agreed upon between the Company and the London and South Western Railway Company, or other the Company or Companies for the time being, owning or working the said railway so run