

of that railway near the Ledbury passenger station, distant seven yards or thereabouts (measuring in a westerly direction along the said railway) from the western end of the south-west parapet of the bridge carrying the said Railway over the turnpike road leading from Ledbury to Bromyard, which intended Railway No. 4 will be situate in the parishes or places following, or some of them (that is to say) Donnington, Ledbury, and Borough of Ledbury, in the county of Hereford, and Dymock in the county of Gloucester.

5.—A Railway commencing by a Junction with Railway No. 3, in the parish of Western-under-Penyard, in an enclosure numbered 15 on the Tithe Commutation Map for the said parish, and terminating by a Junction with the Hereford, Ross, and Gloucester Railway, in the said parish, in a field numbered 30 on the said map, wholly in the county of Hereford, which said intended Railway No. 5 will be situate in the parishes or places following, or either of them (that is to say) Ross and Weston-under-Penyard, both in the county of Hereford.

6.—A Railway commencing by a Junction with Railway No. 3, at the termination thereof, and terminating in the parish of Newent, in a meadow numbered 409 on the parish map of the said parish, wholly in the county of Gloucester, which said intended Railway No. 6 will be situate in the parishes or places following, or some of them (that is to say) Dymock, Oxenhall, Pawntley, Newent, and Upleadon, all in the county of Gloucester.

7.—A Railway commencing by a Junction with Railway No. 6, at the termination thereof, and terminating by a Junction with the Gloucester and Dean Forest Railway of the Great Western Railway Company, at or near a point on that Railway 240 yards, or thereabouts, eastward of the centre of the Bridge carrying the turnpike road from Gloucester to Hereford, on the last-mentioned Railway, in the parish or extra parochial place of North Hamlet or Town Ham, wholly in the county of Gloucester, which said intended Railway No. 7 will be situate in the parishes or places following, or some of them (that is to say) Newent, Upleadon, Rudford, City of Gloucester, Hamlet of Highleadon, Hartpury, Lassington, Maisemore, hamlet of Over in the parish of Churcham, and North Hamlet in the Town Ham, all in the said county of Gloucester.

To cross, divert, alter, or stop up, whether temporarily or permanently, roads, railways, canals, drains, sewers, pipes, rivers, streams, and water-courses, so far as it may be necessary in constructing or maintaining the said intended Railways and Works; to deviate from the lines of railways, both vertically and horizontally, to such an extent as may be defined in the Bill.

To purchase lands, houses, easements, and other property, compulsorily and by agreement, for the purposes of the intended Railways and Works; and to levy tolls, rates, and charges in respect thereof, and to exercise other rights and privileges.

To enable the Company on the one hand, and the London and North-Western Railway Company, the Great Western Railway Company, the Ross and Monmouth Railway Company, the Midland Railway Company, and the Hereford and Gloucester Canal Company, or any or either of those Companies, on the other hand, from time to time, to enter into agreements with respect to the working, use, management, construction, and maintenance of the said intended Railways, or any of them, or any part or parts thereof respectively, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic of the railways, the payment to be made, and the conditions to be performed, with respect to such working, use, management, construction, and maintenance, and the inter-

change, accommodation, and conveyance of traffic coming from or destined for the respective undertakings of the contracting Companies, and the division and appropriation of the revenue arising from that traffic, and to authorise the appointment of joint committees for carrying into effect any such agreement as aforesaid, and to confirm any agreement which, previously to the passing of the Bill, may be made touching any of the matters aforesaid.

To enable the Company and all Companies and persons lawfully using the said intended railways to run over with their own engines, carriages, and wagons, those portions of the Gloucester and Dean Forest Railway, of the Great Western Railway Company, and the Great Western Railway lying between the point of junction of the said intended Railway No. 7, with the said Gloucester and Dean Forest Railway to the Gloucester Station of the Great Western Railway, and from the said station to the junction of the Midland Railway Company with the Great Western Railway at or near Gloucester, and also those portions of the Hereford, Ross, and Gloucester Railway Line, between the point of Junction of the said intended Railway No. 1 with the Hereford, Ross, and Gloucester Railway, to the Hereford Station, and also from the point of Junction of the said intended Railway No. 5 with the Hereford, Ross, and Gloucester Railway, to the Junction of the said intended Railway No. 7 with the Gloucester and Dean Forest Railway of the Great Western Railway Company, and to use the said Stations, Offices, and other conveniences connected therewith on payment of such tolls as may be specified in the Act, or on such conditions as may be settled by agreement or arbitration between the Company and the said Great Western Railway, Midland Junction Railway, and Hereford, Ross, and Gloucester Railway Companies, or either of those Companies.

To enable the Company to purchase and acquire by agreement the undertaking of the Hereford and Gloucester Canal Company, or any part or parts thereof, and to enable the Canal Company and the Great Western Railway Company, or either of them, to sell and transfer their undertaking, or their respective interests, or any part thereof, to the Company, and to vest the same in the Company, and to enable the Company from time to time, as they may think fit, to fill up, to stop up, and discontinue the use or maintenance of all or any part of the Canal as may be required for the purposes of the said intended Railways, or any of them, and to adopt and apply the site of the part or parts which shall be so stopped up and filled up for the purposes of the said intended Railways, or any of them, or any of the works connected therewith, as the Company shall think fit, and to enable the Company to alter and divert any parts of the said Canal, and apply the parts so altered and diverted for the purposes of the said intended Railways, or any of them; and to enable the Company to take and levy tolls, rates, and charges upon or in respect of Railways to be constructed on the said Canal, and upon and or in respect of the several portions of the Railways and Stations of the Gloucester and Dean Forest Railway of the Great Western Railway Company, the Hereford, Ross, and Gloucester Railway Company, and the Midland Railway Company hereinbefore mentioned, over and on which Running Powers are by the Bill granted to the Company; and to alter or vary the tolls, rates, and charges which those Companies or either of them are now authorised to demand and take in respect thereof, and to confer exemption from such tolls and charges.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its