

Glapwell, in the county of Derby, and Teversall, in the county of Nottingham;

No. 2, situate wholly in the said parish of Ault Hucknall, commencing by a junction with the Company's said Teversall and Pleasley Extension Railway, at a point thereon 10 chains or thereabouts, measured along that railway in a north-easterly direction from the said bridge carrying that railway over Batley-lane; and terminating by a junction with the intended railway No. 1, in a field belonging, or reputed to belong, to the Marquis of Hartington, known as the Purple Meadow; and in the occupation of William Fisher;

Two railways (to be called "the Holwell Branches") situate wholly in the county of Leicester:—

No. 1, commencing in the parish of Asfordby by a junction with the Company's Nottingham and Melton Railway, at a point thereon 1 chain or thereabouts east of the bridge carrying that railway over the public road leading from Asfordby to Welby, and terminating in the parish of Branston in a field fronting to the public road, leading from Branston to Waltham-on-the-Wolds, known as the Grange Field, belonging, or reputed to belong, to the Duke of Rutland, and in the occupation of Thomas Guy;

No. 2, commencing by a junction with the intended Railway No. 1, above described, at the termination thereof, and terminating in the parish of Harston, in a field fronting on its northern side to the public road, leading from Harston to Denton, and known as the Thirteen Acres, which field belongs, or is reputed to belong, to Sir William Earle Welby Gregory, Baronet, and is in the occupation of Joseph Kirkby Glen

Which said intended railways 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:—Asfordby, Welby, Ab-Kettleby, Kettleby, Wartinaby, Holwell, Scalford, Rothley, Long Clawson, Hose, Eastwell, Goadby-Marwood, Eaton, Croxton, Croxton-Kerrial, otherwise Croxton-Keyrial, Branston, Knipton, and Harston, all in the county of Leicester;

A railway (to be called the "Stonehouse Curve") situate wholly in the parish of Stonehouse, in the county of Gloucester, commencing by a junction with the Company's Birmingham and Bristol Railway, at a point thereon 16 chains or thereabouts, measured along that railway in a south-westerly direction from the centre of the booking office of the Stonehouse station thereon, and terminating by a junction with the Company's Stonehouse and Nailsworth Branch Railway, at a point thereon 32 chains or thereabouts, measured along that branch in a south-easterly direction from its junction with the said Birmingham and Bristol Railway.

To legalise and sanction, and to authorise and empower the Company to maintain the widening of their Trent and Leicester Railway across and on the level of their Syston and Peterborough Branch, at or near the southern junction of the said branch, with the said railway at Syston.

To empower the Company to construct the following new roads in the parish of Lenton, in the borough and county of Nottingham:—

No. 1, commencing by a junction with Derby-road, at a point thereon 9 chains or there-

abouts south-west of the level crossing thereof by the Company's Nottingham and Mansfield Railway known as the Lenton Crossing, and terminating by a junction with the same road 4 chains or thereabouts north-east of the same level crossing;

No. 2, commencing by a junction with the intended new road No. 1, above described, at a point thereon 2 chains or thereabouts, east of the said Lenton crossing, and terminating by a junction with Marsh-road, otherwise Marsh-lane, 2 chains or thereabouts north of the level crossing, by the Company's said railway known as Radford-marsh crossing;

No. 3, commencing by a junction with Church-street, otherwise Church-lane, at a point thereon 7 chains or thereabouts south-west of the level crossing thereof, by the Company's said railway known as the Church-lane crossing, and terminating by a junction with the same street or lane 4 chains or thereabouts north-east of the same level crossing.

And to empower the Company to raise and alter the level of Gregory-street, so far as may be necessary to effect a junction with the intended new road No. 1, above described, and to empower the Company to stop up and discontinue and to extinguish all rights of way over and to appropriate so much of Derby-road, Church-road, otherwise Church-lane, and Marsh-road, otherwise Marsh-lane respectively, as lie between the boundaries of the Company's said railway.

To empower the Company to construct two new roads in the parish of Basford, in the borough and county of Nottingham:—

No. 1, commencing by a junction with the public road, known as David-lane, at a point thereon 7 chains or thereabouts south-west of the level crossing on the Company's Nottingham and Mansfield Railway, known as the Southwark level crossing, and terminating by a junction with the public road known as Southwark, at a point thereon 7 chains or thereabouts north of the same level crossing;

No. 2, commencing by a junction with David-lane, and Lincoln-street on the southern side of the said level crossing, and terminating by a junction with the intended new road No. 1, above described, at a point thereon 1½ chains or thereabouts south-west of the Company's said railway.

And to empower the Company to stop up, and discontinue as a public highway, and to extinguish all rights of way over, and to appropriate so much of the said public road known as Southwark as lies between the fences of the said level crossing.

To empower the Company to make a new footpath, situate wholly in the parish of Irchester, in the county of Northampton, commencing by a junction with the existing footpath leading from Irchester to Rushden, which crosses the Midland Railway on the level at the north end of Irchester station, at or about the point where it meets the Company's southern boundary fence, and terminating by a junction with the public road leading from Irchester to Rushden, at or near the bridge, carrying that road over the Company's said railway at the Irchester station, and to empower the Company to stop up and discontinue so much of the existing footpath as lies between the boundaries of the Company's property.

To authorise the Company to stop up, and discontinue as a public highway, so much of the