

shall, Bilston, Bilston St. Leonard, Stowheath, Portobello, Willenhall, Willenhall St. Giles, Willenhall St. Stephen, and Wednesfield, all in the county of Stafford.

The Bill will confer on the Company the usual powers granted to railway companies for the construction and maintenance of railways, and especially the powers granted by the 16th section of "The Railways Clauses Consolidation Act, 1845," and will enable the Company to deviate from the line and levels of the proposed railways, as shown on the plan and section hereinafter referred to, to the extent defined by the Act, and to stop up and abolish all rights of way over an old public road in the township and parish of Claverley, in Shropshire, leading from the high road from Claverley to Bobbington, to the high road from Claverley to Gatacre.

To purchase, compulsorily or by agreement, any lands, buildings, and other property in all or any of the several parishes, townships, extra-parochial and other places aforesaid, including about 70 acres of Penn Common, in the parish of Penn, township of Upper Penn, for the construction of the said intended railways, stations, sidings, works, approaches, and conveniences connected therewith and other purposes of the said Act, and to vary or extinguish all rights and privileges in connection therewith, and to confer other rights and privileges.

To underpin or otherwise secure any houses or buildings which might be rendered insecure by the construction of any of the said intended railways and works, and which houses and buildings would not be required for the purposes of the undertaking.

To levy tolls, rates, duties, and charges, and to alter existing tolls, rates, duties, and charges, and to vary or extinguish exemptions from the payment of tolls, rates, duties, and charges.

To pay interest or dividends on the moneys raised under the powers of the Act during the construction of the said railways and works, subject to such terms and conditions and for such period as may be defined by the Act.

To enable the Company and all Companies and persons lawfully using the railways of the Company to run over and use with their engines and carriages of every description, and with their clerks, officers, and servants, and upon such terms and conditions, and on payment of such tolls, rates, and charges as may be agreed upon, or be settled by arbitration or defined by the Bill, all or any of the respective railways or parts of railways and undertakings hereinafter mentioned, together with the stations, watering places, booking offices, warehouses, landing places, sidings, works, and conveniences connected therewith respectively, so as to constitute an uninterrupted communication from the proposed main line of railway at Craven Arms to Milford Haven, and also to Swansea (that is to say):—

The Shrewsbury and Hereford Railway from the point of junction therewith, hereinafter described as the commencement of the main line of railway and the junction with the Bishop's Castle Railway.

The Bishop's Castle Railway from its junction with the said Shrewsbury and Hereford Railway to its termination at Lydham and Bishop's Castle.

The Central Wales and the Central Wales Extension Railways belonging to the London and North Western Railway Company from the junction with the said Shrewsbury and Hereford Railway to the junction with the Vale of Towy Railway.

The Vale of Towy Railway from its junction

with the Central Wales Extension Railway to its junction with the Llanelly Railway.

The Llanelly Railway from its junction with the Vale of Towy Railway to its junction with the Central Wales and Carmarthen Junction Railway.

The Central Wales and Carmarthen Junction Railway from its junction with the Llanelly Railway to its junction with the Great Western Railway.

The Great Western Railway from its junction with the Central Wales and Carmarthen Junction Railway to its junction with the Milford Railway.

The Milford Railway from its junction with the Great Western Railway to its junction with the Milford Haven Dock and Railway.

The Milford Haven Dock and Railway from its junction with the Milford Railway to its termination at the Docks.

The branch railway of the Pembroke and Tenby Railway Company at Towy Bridge near Carmarthen.

And also the Great Western Railway from Johnston to New Milford.

The Llanelly Railway from its junction with the Central Wales and Carmarthen Junction Railway to its junction with the London and North Western Railway at Pontardulais.

The London and North Western Railway from Pontardulais to Swansea.

The Stour Valley Railway from the point of junction therewith, hereinafter described as the termination of branch railway No. 3, and the Wolverhampton passenger and goods station, also the said Stour Valley and the London and North Western Railways from the point of junction with the said Stour Valley, hereinafter described as the termination of branch railway No. 4, and the passenger station at New-street and the goods station at Curzon-street of the London and North Western Railway Company at Birmingham.

The London and North Western Railway from the point of junction therewith, hereinafter described as the termination of branch railway No. 5, and the Willenhall station of that railway.

The Midland Railway from the point of junction therewith, hereinafter described as the termination of the proposed main line of railway to the passenger and goods station of that railway at Willenhall.

And to require the Companies owning the said portions of railways and stations respectively to afford all requisite facilities for the purpose, and to receive, book through, forward, accommodate, and deliver on and from the same, and at the stations, warehouses, and booking offices thereof, all traffic of every description coming from or destined for the undertaking of the Company, upon such terms and conditions as may be agreed upon, or as, failing agreement, may be determined by arbitration or defined by the Bill, and, if need be, to alter the tolls, rates, and charges which the said Companies may respectively demand and take upon their respective undertakings, and to confer exemptions from such tolls, rates, and charges.

The intended Act will vary and extinguish all existing rights and privileges which may interfere with its objects, and it will incorporate with itself the whole or such of the provisions as may be necessary of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Acts, 1863 and 1869," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Railways Clauses Consolidation Act, 1845," and "The