

is two acres, of which about one acre will be required for the railway; from the common or commonable land called Pelsall Common, in the parish of Pelsall, is twenty acres, of which about eight acres will be required for the railway; and from the common or commonable land called Little Wyrley Common, in the parish of Norton, otherwise Norton Canes, commonly called Norton under Cannock, is four acres, none of which will be required for the railway.

To enable the Company to levy tolls, rates, and charges upon or in respect of the intended railways and works, and upon the railways and portions of railways, stations, and works hereinafter mentioned belonging to other Companies, and to alter the tolls, rates, and charges which the Companies are respectively now authorised to take; to grant special rates for coal from the collieries in and near Cannock Chase and other places to Birmingham, and to confer exemptions from the payment of tolls, rates, and duties respectively.

To empower the Company and any Company or Companies, person or persons, for the time being working or using the railways of the Company, or any part thereof, either by agreement or otherwise, and on such terms and conditions, and on payment of such tolls and rates as may be agreed on or as may be settled by arbitration or provided by the Bill, to run over, work, and use with their engines, carriages, and waggons, officers and servants, whether in charge of engines and trains, or for any other purposes whatsoever, and for the purposes of their traffic of every description, the railways and portions of railways hereinafter mentioned (that is to say):—

So much of the Birmingham, Wolverhampton, and Dudley line of the Great Western Railway Company as is situated between the junction therewith of the intended Railway No. 1 and the Snow-hill Station in Birmingham, including that station:

So much of the Midland Railway as is situated between the junction therewith of the intended Railway No. 3 and Castle Bromwich: The Cannock Chase and Wolverhampton Railway:

The Lines of the Cannock and Rugeley Colliery Company (Limited):

So much of the London and North Western Railway as lies between Railway No. 5 and Hednesford Station, and the use of that station:

So much of the North Staffordshire Railway as is situated between the Colwich Junction and the junction with the Stafford and Uttoxeter Railway.

The Stafford and Uttoxeter Railway;

Together with the use of all terminal and other stations, roads, platforms, points, signals, water, water engines, engine-sheds, standing room for engines and carriages, booking and other offices, warehouses, sheds, sidings, junctions, machinery, works, and conveniences of or connected with the said railways and portions of railways and stations.

To empower the Company, on the one hand, and the Great Western Railway Company, the Midland Railway Company, the London and North Western Railway Company, the Great Northern Railway Company, the North Staffordshire Railway Company, and the Cannock Chase and Wolverhampton Railway Company, or any one or more of those Companies, on the other hand, from time to time to enter into and carry into effect and rescind contracts, agreements, and arrangements with respect to the working, use, management, and maintenance of the rail-

way of the Company, and the management, regulation, interchange, collection, transmission, and delivery of traffic upon or coming from or destined for the railways of the contracting Companies, the supply and maintenance of engines, stock, and plant, the fixing, collection, payment, appropriation, apportionment, and distribution of the tolls, rates, income, and profits arising from the respective railways and works of the contracting Companies, or any part thereof, and the employment of officers and servants.

To enable the Company, notwithstanding anything in the "Companies Clauses Consolidation Act, 1845," contained to the contrary, to pay out of the capital or funds of the Company from time to time interests or dividends on any shares or stocks of the Company.

To vary or extinguish all rights and privileges which would interfere with the objects of the Bill, or such contracts, agreements, or arrangements aforesaid, to confer other rights and privileges.

The Bill will incorporate with itself "The Companies Clauses Consolidation Act, 1845," and "The Companies Clauses Acts, 1863 and 1869"; "The Lands Clauses Consolidation Acts 1845, 1860, and 1869"; "The Railways Clauses Consolidation Act, 1845"; and "The Railways Clauses Act, 1863"; and so far as may be requisite or desirable for any of the purposes thereof, the Bill will amend or repeal the provisions, or some of the provisions, of the several local and personal Acts of Parliament following (that is to say): 5 and 6 Will. IV., cap. 107; 26 and 27 Vict., caps. 113 and 198, and any other Acts relating to the Great Western Railway Company; 7 and 8 Vict., cap. 18, and any other Acts relating to the Midland Railway Company; 9 and 10 Vict., cap. 204; and any other Acts relating to the London and North Western Railway Company; 9 and 10 Vict., cap. 71, and 10 and 11 Vict., cap. 143, and any other Acts relating to the Great Northern Railway Company; 1 Will. IV., cap. 55; 9 and 10 Vict., cap. 83, and any other Acts relating to the North Staffordshire Railway Company; "The Cannock Chase and Wolverhampton Railway Act, 1864," and any other Acts relating to the Cannock Chase and Wolverhampton Railway Company.

And notice is hereby given, that on or before the 30th day of the present month of November, plans and sections of the railways and works proposed to be authorised by the Bill, with a book of reference to such plans, an Ordnance map with the lines of railway delineated thereon, and a copy of this notice as published in the London Gazette will be deposited for public inspection with the clerk of the peace for the county of Stafford, at his office at Stafford, and with the clerk of the peace for the county of Warwick, at his office at Leamington; and that on or before the said 30th day of November a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the said railways and works are intended to be made or will be situate, together with a copy of this notice published as aforesaid, will be deposited for public inspection with the parish clerk of each such parish at his residence, and in the case of any extra-parochial place with the parish clerk of some parish immediately adjoining thereto at his residence.

Printed copies of the Bill will be deposited in the Private Bill office of the House of Commons on or before the 21st day of December next.

Dated this 8th day of November, 1882.

William Bell, Great George-street, Westminster, Parliamentary Agent.