

opposite the eastern end of the shelter shed above described and a point 20 chains or thereabouts to the eastward of the eastern end of the said shelter shed, measured along the railway.

To revive and extend the powers granted to the Tiverton and North Devon Railway Company (hereinafter referred to as "the Tiverton Company") by the Tiverton and North Devon Railway Act, 1875, for the compulsory purchase of lands required for the construction of so much of the Tiverton and North Devon Railway, authorised by the said Tiverton and North Devon Railway Act, 1875, as lies between a point on the said railway, as constructed, in a field on the south side of the River Batheram, which field is numbered 8 in the parish of Bampton, on the plans of the Tiverton and North Devon Railway, deposited with the Clerk of the Peace for the county of Devon in November, 1874, and which point is situate about 3 chains northward of where that railway is crossed by the road from Tiverton to Dulverton, near to the Exeter Inn, and a point on the said railway, as constructed, in a field on the north side of the River Batheram, opposite Tucking Mill, and near the turnpike road from Tiverton to Bampton, which field is numbered 12 in the parish of Bampton, on the said plans deposited as aforesaid, and also to revive and extend the powers granted by the said Act of 1875 for the construction of the said portion of railway, and to confer further powers on the Tiverton Company and the Company, or either of them, with reference thereto; and which said portion of railway will be wholly situate within the parish of Bampton, in the county of Devon.

To enable the Company and the Tiverton Company, or either of them, to purchase by agreement or compulsion the following lands for the purposes of the said Companies, or either of them, and for the purposes of the Tiverton and North Devon Railway, also for providing increased accommodation connected therewith, and for certain road alterations, that is to say:—

Certain lands in the parish of Bampton, in the county of Devon, on the north and south sides of the before-mentioned road from Tiverton to Dulverton, and adjoining thereto, and situate between the turnpike road opposite the Exeter Inn and the western side of the River Batheram, where crossed by the said road from Tiverton to Dulverton.

To enable the Company and the Rhymney Railway Company (hereinafter called "The Rhymney Company"), or either of them, to make and maintain the railway and works hereinafter mentioned, or some of them, or some part or parts thereof, together with all necessary stations, sidings, approaches, roads, works and conveniences connected therewith, that is to say:—

A deviation railway to be wholly situate in the parish of Merthyr Tydfil, in the county of Glamorgan, commencing by a junction with the Railway No. 2 authorised by the Rhymney Railway Act, 1882, at or near the point thereon marked and measured on the plans of the said railway, deposited with the Clerk of the Peace for the county of Glamorgan in the month of November, 1881, one furlong and six chains, from the commencement thereof, and which point is about 16 chains, measured in a southerly direction from the pit called or known as Gethin Pit No. 2, and terminating by a junction with the said Railway No. 2, at or near the point marked and measured on the said plans five furlongs and six chains from the commencement thereof, and which last-mentioned point is about 1½ chains northward of Craig Cottages; and to abandon so much of the said authorised railway as will be rendered unnecessary by the construction of the said intended railway.

To enable the Company and the Metropolitan Railway Company, or either of them, to purchase by agreement or compulsion, the following lands, houses and buildings (hereinafter referred to as lands), for the purposes of the undertaking of the Hammersmith and City Railway, and for providing increased accommodation connected therewith, that is to say:—

Certain lands in the parish of Hammersmith, otherwise St. Peter and St. Paul, Hammersmith, in the county of Middlesex, bounded on the north and west by the Hammersmith Station of the Hammersmith and City Railway, on the east by the Royal Sussex Hotel and premises adjacent thereto, and on the south and south-west by the Broadway and Beadon-road.

To alter, as respects the exercise of the powers of compulsory purchase for the purposes of the intended Act, or some of them, the provisions contained in Section 92 of the Lands Clauses Consolidation Act, 1845, so as to relieve the Company or Companies acquiring the same from liability to take the whole of any house or other building or manufactories, if they take any part thereof.

To vary, repeal or extinguish all existing rights or privileges in any manner connected with the lands, houses and buildings proposed to be purchased or taken, or which would in any manner impede or interfere with the purposes of the intended Act.

To authorise the alteration, diversion, widening, crossing or stopping up of all turnpike and other roads, bridges, footpaths, railways, tramways, aqueducts, canals, ferries, streams and rivers within or adjoining the aforesaid lands, houses and buildings, and which it may be necessary or convenient to interfere with in the conversion and use of those lands, houses and buildings.

To make provision for the repair of all or any of the new roads, streets, footpaths, or highways to be constructed under the authority of the intended Act by the same persons and by the same means as other roads, streets, footpaths, or highways in the parishes, townships, or places within which the intended new roads, streets, footpaths, or highways respectively will be situate, are for the time being legally repairable, or by such other persons and means as may be prescribed by the intended Act; and to authorise the Company and the trustees, county, local, or highway boards, or other bodies or persons having the charge, management, or control of such roads, streets, footpaths, or highways, to enter into and carry into effect agreements with reference to the matters aforesaid, or any or either of them, or as to the construction or contribution towards the cost of any such roads, streets, footpaths, or highways, and other matters relating thereto, and if, so agreed, to delegate to such trustees, county, local, or highway boards, bodies, or persons, the power of constructing all or any of such roads, streets, footpaths, or highways.

To vest in and appropriate for the purposes of the Company, or of the respective Companies over whose lines or line such roads or footpaths at present pass, the sites of the portions of roads and footpaths proposed to be stopped up, or, as the case may be, of so much thereof respectively as is situate within the limits of the property of the Company, or of such other Companies respectively.

To authorise the Company to act as carriers of passengers, goods, minerals, and other traffic on their Stratford and Moreton Tramway, and to thereon, or on some part or parts thereof, steam engines or engines worked by other mechanical power; to restrict and limit the speed at which