

railways hereinafter described, or some or one of them, or some part or parts thereof, with all necessary stations, sidings, approaches, bridges, roads, works, and conveniences connected therewith respectively, that is to say:—

(a.) A railway (to be called "the Dore South Junction Curve"), wholly in the parish of Norton, in the county of Derby, commencing by a junction with the Chesterfield and Sheffield line of the Midland Railway, at a point $26\frac{1}{2}$ chains or thereabouts, measured in a south-easterly direction along that line from the Booking Office of the Dore and Totley Station, and terminating by a junction with the Dore and Chinley Railway No. 1, at a point 20 chains, or thereabouts, in a south-westerly direction from the commencement of that railway, and in a certain wood or plantation known as Poynton Wood, numbered 5, in the parish of Norton, on the deposited plans of the said railway referred to in the Act of 1884.

(b.) A deviation railway (No. 1) commencing in the parish of Dronfield, in the county of Derby, by a junction with the said Dore and Chinley Railway (No. 1) as proposed to be constructed at or near the point where the southern limit of deviation of that railway is shown upon the said deposited plans as intersecting the boundary between the properties numbered on those plans 110 and 111, in the said parish of Dronfield; and terminating in the parish of Hathersage, in the same county, by another junction with the said Railway No. 1, at a point 6 miles and 4 furlongs, or thereabouts, as shown on the said plans, from the commencement thereof, and in a certain field numbered on the said plans 80 in the said parish of Hathersage. And the said intended Deviation Railway No. 1 will pass through or into the parishes, townships, or places following, or some of them, viz.:—Dronfield, Dore, Totley, Dore-with-Totley, Holmesfield, Hope, Nether Padley, Outseats, and Hathersage, all in the county of Derby.

(c.) A deviation railway (No. 2) commencing in the parish of Castleton, in the county of Derby, by a junction with the said Dore and Chinley Railway (No. 1) at a point 16 miles 4 furlongs and 2 chains, or thereabouts, as shown on the said deposited plans, from the commencement thereof, and in a certain field, numbered on the same plans 158, in the said parish of Castleton, and terminating in the parish of Chapel-en-le-Frith, in the same county, by another junction with the said Railway No. 1, at a point 18 miles 7 furlongs and 5 chains or thereabouts, as shown on the same plans, from the commencement thereof, and in a certain field, numbered on the said plans 20, in the said parish of Chapel-en-le-Frith, and the said intended Deviation Railway (No. 2) will pass through or into the parishes, townships, or places following, or some of them, viz.:—Castleton, Edale, Edale Chapel, Chapel-en-le-Frith, Bowden Edge, Bradshaw Edge, Coomb Edge, Chinley and Glossop, all in the county of Derby.

2. To empower the Company to acquire by compulsion or agreement and to hold lands and houses in the parishes, townships, and places hereinbefore mentioned, for the purposes of the said intended railway and deviations, and also to acquire by compulsion or agreement, and to hold for other purposes connected with their

undertaking, the lands hereinafter described or referred to, or some of them (that is to say):—

Certain lands and houses in the parish of Dronfield, in the county of Derby, on the northern side of the limits of deviation of the said Dore and Chinley Railway No. 1, shown upon the said deposited plans, and lying between the properties numbered on the said plans 41 and 42 in the said parish;

Certain lands and houses in the parish of Hope, in the county of Derby, lying south of and adjoining the properties numbered upon the said deposited plans 135 and 136 in the said parish, and between those properties and the road from Killhill Bridge past the Cheshire Cheese Inn, in the village of Hope.

3. To empower the Company to purchase and take by compulsion the piece of land hereinafter described, or so much thereof as may be required for the intended Deviation Railway (No. 1), or an easement through, and under the same, and which land is or is reputed to be common or commonable land, that is to say:—

Description of common and name of parish.	Estimated quantity within limits of deviation.	Estimated quantity required to be taken for works.
Totley Bents Recreation Ground, in the parish of Dronfield	A. R. P. 3 3 0	2 roods.

4. To vary or extinguish all existing rights and privileges connected with any such lands or houses, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railway deviations and works, or any of them, and to confer other rights and privileges.

5. To authorise the Company to purchase and acquire so much of any property as may be required to be taken for the purposes or in exercise of the powers of the intended Act, without becoming subject to the liability imposed by section 92 of the Lands Clauses Consolidation Act, 1845.

6. To empower the Company to cross, alter, divert, and stop up, permanently as well as temporarily, such turnpike, highway, or other roads, railways, tramways, streets, paths, passages, rivers, canals, brooks, streams, waters, watercourses, sewers, drains, pipes, telegraphic and telephonic apparatus as it may be necessary or convenient to cross, alter, divert, or stop up for the purpose of making and maintaining or using the said intended railway and deviations, or any of the works, approaches, stations, or conveniences connected therewith.

7. To empower the Company to levy tolls, rates, and charges upon or in respect of the use of the said intended railway deviations and works, and to alter existing tolls, rates, and duties, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties respectively, and to confer other rights and privileges.

8. To authorise the abandonment of those portions of the Dore and Chinley Railway No. 1, authorised by the Act of 1884, which will be rendered unnecessary by reason of the intended deviations thereof.

9. To enable the Company to apply to the purposes of the intended Act any capital or funds now belonging, or hereafter to belong to them or under their control, and for such purposes and for the general purposes of their undertaking, to raise additional capital by the