

conveniences connected therewith, that is to say:—

A railway (No. 1) commencing in the parish of Canford Magna, in the county of Dorset, by a junction with the Somerset and Dorset Railway at a point 440 yards or thereabouts measured in a north-easterly direction from the centre of the road leading from Wimborne Minster to Corfe-Mullen, where the said road crosses the said railway, and terminating in the parish of Christchurch, in the county of Hants, at the north-east corner of the field numbered 3,244 on the tithe commutation map of the said parish of Christchurch, which intended railway will be made or pass from, in, through, or into the several parishes, townships, extra-parochial and other places following:—Canford Magna, Wimborne, Knighton, Ensbury, Long Ham, Leigh, Merly, Wimborne Minster, Hampreston, West Parley, and Kinson, in the county of Dorset, and Hampreston, Holdenhurst, Mucclleshell, Muscliff, Throop, Iford, Pokesdown, and Iford Tuckton, Wick, West Stour, Christchurch, East Parley, Holdenhurst-with-Throop, in the county of Hants.

A railway (No. 2), situate wholly in the parish of Christchurch, in the county of Hants, commencing by a junction with the London and South-Western Railway (Bournemouth Branch) at a point 462 yards or thereabouts, measured in a westerly direction along the said railway, from the bridge carrying the said railway over the public road leading from Tuckton to Iford, and terminating by a junction with Railway No. 1 in a field numbered 2,942 on the tithe commutation map of the said parish.

A railway (No. 3), situate wholly in the parish of Christchurch, in the county of Hants, commencing by a junction with the London and South-Western Railway (Bournemouth Branch), at a point 10 yards or thereabouts, measured in a westerly direction along the said railway, from the bridge carrying the public road leading from Christchurch to the artillery barracks, and terminating by a junction with Railway (No. 1), at a point 10 yards or thereabouts, measured in a westerly direction, from the road leading from Christchurch Railway Station to Tuckton-bridge, and 320 yards or thereabouts, measured in a north-easterly direction, from the Toll House at Tuckton-bridge.

To authorise the Company to deviate laterally from the lines of the intended works to the extent shown on the plans hereinafter mentioned, or as may be provided by the Bill, and also to deviate vertically from the levels shown on the sections hereinafter mentioned.

To empower the Company to cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike and other roads, highways, streets, pipes, sewers, canals, navigations, rivers, streams, bridges, railways, and tramways within the parishes, townships, extra-parochial and other places aforesaid, or any of them, as it may be necessary or convenient to cross, divert, alter, or stop up, for the purposes of the intended works, or any of them, or of the Bill.

To authorise the Company to purchase and take by compulsion, and also by agreement, lands, houses, tenements, and hereditaments within the parishes, townships, extra-parochial and other places aforesaid, for the purposes of the intended railway and works, and of the Bill, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, tenements, and hereditaments so purchased or taken.

To enable the Company to levy tolls, rates, and duties upon or in respect of the intended railways and works, and upon the portions of railway stations and works hereinafter mentioned, belonging to, or under the control of the London and South-Western Railway Company, and Midland Railway Company, and to alter the tolls, rates, and duties which those Companies are now authorised to take, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties.

To empower the Company, and any company 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 purpose whatsoever, and for the purposes of their traffic of every description, the portions of railway and stations hereinafter mentioned (that is to say):

- (a) So much of the London and South-Western Railway as lies between the point of commencement of Railway (No. 2), hereinbefore described, and the Bournemouth East Station of the London and South-Western Railway Company, including the said station.
- (b) So much of the London and South-Western Railway as lies between the point of commencement of Railway (No. 3), hereinbefore described, and the Christchurch Station of the London and South-Western Railway Company, including the said station.
- (c) So much of the Somerset and Dorset Railway as lies between the point of commencement of Railway (No. 1) hereinbefore described and the Blandford Station of the Somerset and Dorset Railway, including the said station, and all roads, platforms, points, signals, water, water-engines, engine-sheds, standing room for engines, booking and other offices, warehouses, sidings, junctions, machinery, works, and conveniences of or connected with the said portions of railway and stations.

To empower the Company on the one hand, and the Midland Railway Company and the London and South-Western Railway Company, or either of them, 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 construction, working, use, management, and maintenance by the contracting Companies, or either of them, of their respective railways, stations, and works, or any part or parts thereof, respectively, and the management, regulation, interchange, collection, transmission, and delivery of traffic upon or coming from, or destined for the railways and stations of the contracting companies, or either of them, 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 either of them, or any part thereof, and the employment of officers and servants, and to authorise the appointment of Joint Committees for carrying into effect every or any such agreement aforesaid, and to confirm any agreements which have been or