

Birmingham, which intended Railway (No. 4) will be made or be situate in the parishes, townships, and places following, or some of them, that is to say:—White Ladies' Aston, Stoulton, Norton Juxta Kempsey, Wittington, and Saint Peter the Great, in the county of Worcester.

Railway (No. 5), commencing by junctions with Railway (No. 2) at its termination as above described, and with Railway (No. 4) at its commencement as above described, and terminating in the parish of Bidford, in the county of Warwick, by a junction with the Evesham, Redditch, and Stratford-upon-Avon Junction Railway, at a point about 200 yards, measured in an easterly direction along that railway, from the centre of the bridge carrying that railway over the River Arrow, which intended Railway (No. 5) will be made or pass from, in through, or into the parishes, townships, and places following, or some of them, that is to say:—White Ladies' Aston, Stoulton, Churchill, Upton, Snodsbury, Grafton, Flyford, North Piddle, Kington, Flyford Flavell, Inkberrow, Rouse Lench, and Abbots Morton, in the county of Worcester, and Salford Priors, and Bidford, in the county of Warwick.

Railway (No. 6), wholly in the parish of Salford Priors aforesaid, commencing by a junction with Railway (No. 5), in a field known as King's-lane, in the occupation of Heming James Bomford, and belonging to the Marquis of Hertford, at a point about 80 yards, measured in a northerly direction, from the farm buildings known as Hilloky Barn, and terminating by a junction with the Evesham and Redditch Railway of the Midland Railway Company, at a point about 350 yards, measured in a southerly direction along that railway, from the bridge at Broom Junction, carrying the public road from Dunnington to Broom over the said railway.

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, and in either case, whether within or beyond the limits prescribed by "The Railways Clauses Consolidation Act, 1845."

To empower the Company to cross, open, or break up, 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, gas, water, and other pipes and telegraphic apparatus within the parishes, townships, extra-parochial and other places aforesaid, or any of them, as it may be necessary or convenient to cross, open, or break up, 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 for the purposes of the intended railways and works, and of the Bill, and easements or rights in, over, or affecting the same, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, tenements, and hereditaments so purchased or taken, and in addition to the land so purchased and taken, to empower the Company and the East

and West Junction Railway Company jointly, or either of them separately, to purchase and acquire, compulsorily or otherwise, a portion of the premises in the town of Stratford-upon-Avon and parish of Old Stratford, in the county of Warwick, known as No. 13, New-street.

To empower the Company, notwithstanding anything contained in the 92nd section of "The Lands Clauses Consolidation Act, 1845," to take, compulsorily or otherwise, a part or parts only of any land, house, building, manufactory, or premises, without being required to purchase the whole thereof.

To enable the Company to levy tolls, rates, and duties upon or in respect of the intended railways and works (and upon the railways and portions of railways, stations, and works which it is proposed to authorise the Company to run over, work, and use, as hereinafter mentioned, and to alter the tolls, rates, and duties now authorised to be taken thereon or in respect thereof respectively), and to confer exemptions from the payment of such tolls, rates, and duties respectively.

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

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 railways of the Evesham, Redditch, and Stratford-upon-Avon Junction Railway Company, and of the East and West Junction Railway Company, and of the Northampton and Banbury Junction Railway Company, and of the Stratford-upon-Avon, Towcester, and Midland Junction Railway Company, and all stations, 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 railways respectively.

To empower the Company on the one hand, and the Great Western, the Midland, the London and North-Western, the Evesham Redditch and Stratford-upon-Avon Junction, and the East and West Junction, the Northampton and Banbury Junction, and the Stratford-upon-Avon Towcester, and Midland Junction Railway Companies, or any or either 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 construction, working, use, management, and maintenance by the contracting Companies, or any of them, of their respective railways and works, or any or parts thereof respectively, and the management, regulation, interchange, collection, transmission, and delivery of traffic upon, or coming from, or destined for the railways 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 tolls, rates, charges, income and profits arising from