

110 yards or thereabouts north of the bridge carrying Nechells Park-road over that railway, and terminating at a point 55 yards or thereabouts south-west of the junction of Johnson-street with Cattell's-grove.

Two railways (to be called "the Wolverhampton and Cannock Railways") (namely)—

Railway No. 1, commencing in the parish of Heath Town, in the urban district of Wednesfield Heath, otherwise Heath Town, by a junction with the Company's Grand Junction Railway, at a point 200 yards or thereabouts north-west of the bridge carrying that railway over Cannock Road, and terminating in the parish of Great Wyrley by a junction with the Cannock Branch of the Company's South Staffordshire Railway at or near the south side of the bridge carrying Holly-lane over that branch, near to and north-east of Landywood Farm.

Railway No. 2, commencing in the parish of Bushbury by a junction with the Company's Grand Junction Railway, at a point 25 yards or thereabouts north of the bridge carrying that railway over the road leading to Showell Farm and 570 yards or thereabouts south of Bushbury Junction, and terminating in the parish of Heath Town, in the urban district of Wednesfield Heath, otherwise Heath Town, by a junction with the said intended Railway No. 1 at a point 250 yards or thereabouts north of Trome-lowe Farm and 630 yards or thereabouts north-east of the commencement of Railway No. 1 hereinbefore described.

Which said intended railways will be situate in the parishes, areas, and places following, or some of them (that is to say):—

The parish of Heath Town, in the urban district of Wednesfield Heath, otherwise Heath Town, the parish and urban district of Wednesfield, the parishes of Bushbury and Essington, the parishes of Hilton and Saredon in the rural district of Cannock and the parish of Great Wyrley, all in the county of Stafford.

A railway (to be called "the Wilmslow and Levenshulme Railway"), commencing in the parish and urban district of Wilmslow, in the county of Chester, by a junction with the company's Crewe and Manchester Railway, at a point 275 yards or thereabouts south of the bridge carrying that railway over Swan-street, Wilmslow, at Wilmslow Station, and terminating in the parish of North Manchester, in the city and county borough of Manchester, in the county of Lancaster, at a point 285 yards or thereabouts south of the bridge carrying that railway over Stockport-road, which said intended railway will be situate in the parishes, areas, and places following, or some of them (that is to say), the parish and urban district of Wilmslow, the parishes of Styal and Northen Etchells, and the parish of Stockport Etchells, in the urban district of Cheadle and Gatley, all in the county of Chester; and the parishes of Didsbury, Burnage, and Withington, in the urban district of Withington; and the parishes of South Manchester and North Manchester, in the city and county borough of Manchester, all in the county of Lancaster.

A railway (to be called "the Red Wharf Bay

Railway"), wholly situate in the county of Anglesey, commencing in the parish of Llanfihangel-Esgeifiog by a junction with the Company's Anglesey Central Railway, at or near the northern end of the Holland Arms Station and terminating in the parish of Llanbedr-Gôch on the south side of the road leading from Saron Chapel by way of Porth-Ulongdy to Red Wharf Bay, at a point 120 yards or thereabouts north-west of the Ship Inn, Red Wharf Bay, which said intended railway will be situate in the parish of Llanfihangel-Esgeifiog, the parish of Llanffinan, in the rural district of Aethwy, and the parishes of Penmynydd, Pentraeth, and Llanbedr-Gôch, or some or one of them.

To empower the Company to acquire by compulsion or agreement, and to hold lands (in which term houses and buildings are included) in the parishes and places hereinbefore mentioned, for the purposes of the said intended railways and works, and for other purposes of the intended Act.

To empower the Company and the Corporation of Birmingham to enter into and carry into effect agreements with respect to the construction, ownership, maintenance, and use of the Nechells Junction, and to empower the said Corporation to apply their funds to the purposes of any such agreement, and to confirm or give effect to any such agreement which may have been or may be made prior to the passing of the intended Act.

To authorise the purchase and acquisition of a part only of, or of an easement in, over, or under any property which may be required to be taken for the purposes or in exercise of the powers of the intended Act, without the Company becoming subject to the liability imposed by Section 92 of the Lands Clauses Consolidation Act, 1845.

To authorise the crossing, stopping up, altering, or diverting, whether temporarily or permanently, of all public carriage and other roads, highways, railways, tramways; canals, rivers, streams, drains, sewers, pipes, and telegraphic and telephonic wires, and apparatus within or adjoining to the parishes and other places in this notice mentioned which it may be necessary or convenient to cross, stop up, alter, or divert in executing the several purposes of the intended Act; and to provide that the Company shall not be liable under Section 46 of the Railways Clauses Consolidation Act, 1845, to repair or maintain the surface of any road which shall be carried over any of the intended railways by a bridge or bridges, or the immediate approaches thereto, in any case where the levels of such road or approaches shall not be permanently altered.

To empower the Company to demand and recover tolls, rates, and other charges for and in respect of the railways and works to be authorised by the intended Act, and to alter existing tolls, rates, and charges, and to grant exemptions from the payment of tolls, rates, and charges.

To provide that the Company shall, in respect of any lands acquired by them under the powers of the intended Act, be entitled to be exempted from contribution to the cost of any works executed under the provisions of Section 150 of the Public Health Act, 1875, in the same manner and to the same extent as they are by Section 22 of the Private Street Works Act, 1892, exempted from contribution to the cost of works executed under the last-mentioned Act