

way Company (hereinafter called the Company), and all lands and other property, real or personal, belonging to the Company, or which they have power to purchase, and the benefit of all contracts entered into by them or on their behalf, and also all duties, debts, and liabilities of the Company, so that the two Companies may be enabled to act in all respects with respect to the undertaking of the Company and the construction of the railways and works authorised by "The Manchester and Stockport Railway Act, 1866," and the purchase of lands for the purposes thereof, and the levying of tolls and charges in respect to the said undertaking as fully and effectually, to all intents and purposes, as if the powers contained in the said Act had been originally conferred upon them.

To dissolve and wind up the Manchester and Stockport Railway Company, and to vary or extinguish the rights and interests of the shareholders in that Company.

To make provision for the release and retransfer from the Accountant-General of the Court of Chancery in England to the two Companies or the Committee to be constituted under the powers of the Bill, or their nominees, the money deposited in the Bank of England in respect of the Railways authorised by the Manchester and Stockport Railway Act, 1866, and for the delivery up and cancellation of any bonds or other security given in respect of such money.

To extend the time limited by "The Manchester and Stockport Railway Act, 1866," for the compulsory purchase of lands, and for the construction of the Railways and works thereby authorised.

To vest in and enable the Midland Railway Company (hereinafter called the Midland Company) to become joint owners with the Manchester, Sheffield, and Lincolnshire Railway Company (hereinafter called the Sheffield Company) of the Marple New Mills and Hayfield and the Newton and Compstall Branches of the Manchester, Sheffield, and Lincolnshire Railway, and to participate, to such extent and subject to such restrictions and conditions as may be defined by the Bill, in the property, management, and control of such last-mentioned branch railways, and to vest the management and control and disposal of the traffic on those branch railways in the two Companies, or in the Committee to be constituted under the powers of the said Bill, the receipt and apportionment of the tolls, rates, and charges in respect of such traffic, and the appropriation and division of the profits derived from such traffic.

To authorise the Midland Company, their officers and servants, to run over, work, and use with their engines and carriages, for the purposes of their traffic, upon such terms and conditions, pecuniary and otherwise, as may be agreed upon, or upon terms to be defined by the Bill, so much of the Sheffield Company's main line of railway as lies between the junction of the Midland Company's Ardwick Branch with the Manchester, Sheffield, and Lincolnshire Railway near Gorton-lane, in the parish of Manchester, and county of Lancaster, and the proposed junction of the railway No. 1, authorised by the Manchester and Stockport Railway Act, 1866, with the Manchester, Sheffield, and Lincolnshire Railway at or near the Ashbury's Station on that Railway, in the township of Gorton, in the said parish of Manchester, and also to empower the Midland Company, in like manner and on like terms, to work into and out of and use with their own engines and carriages, clerks, officers, and servants, that portion of the London-road Passenger Station at Manchester which belongs to the Sheffield Company, and the booking offices, waiting-rooms, watering-places, water,

sidings, warehouses, wharves, telegraphs, signals, signal-posts, and other works and conveniences connected therewith.

To authorise the construction of the following short branch railway, with all necessary works and conveniences, in the townships of Bredbury and Romiley, in the parish of Stockport, in the county palatine of Chester, in connexion with the authorised Manchester and Stockport Railway, that is to say,—

A railway commencing by a junction with the Stockport and Woodley Junction Railway, belonging to the Cheshire Lines Committee, at or near a point fifteen chains to the east of the centre of the bridge which carries the Stockport and Ashton turnpike road over that railway in the township of Bredbury, in the parish of Stockport, in the county of Chester, and terminating by a junction with the Manchester, Sheffield, and Lincolnshire Railway (Newton and Compstall Branch) at a point five chains and a-half, measured in a north-westerly direction, from the centre of the booking-office door of the Romiley Station of that branch railway at Romiley, in the parish of Stockport, and county of Chester.

To authorise the crossing, diverting, altering, or stopping up, whether temporarily or permanently, of roads, tramways, drains, sewers, navigations, rivers, streams, and watercourses, so far as may be necessary in constructing or maintaining the intended branch railway and works; the purchase of lands, houses, and other property compulsorily, and the levying of tolls, rates, and charges; and to confer on the two Companies, or the Committee to be appointed under the powers of the said Bill, other rights and privileges.

To vary and extinguish all existing rights and privileges which would interfere with the objects of the said Bill; and the said Bill will incorporate with itself the necessary provisions of the Companies Clauses Consolidation Act, 1845; the Lands Clauses Consolidation Act, 1845; the Lands Clauses Consolidation Acts Amendment Act, 1860; the Railway Clauses Consolidation Act, 1845; the Railway Clauses Consolidation Act, 1863; and the Companies Clauses Act, 1863, and other general Acts.

To enable the two Companies to contribute jointly and equally towards the cost of constructing the railways and works authorised by "The Manchester and Stockport Railway Act, 1866," and the branch railway and works proposed to be authorised by the said Bill, and to apply for those purposes any funds which they are already authorised to raise, or out of money to be raised under the powers of the intended Act, and to take shares in and subscribe towards the necessary capital for the construction of the said authorised and proposed Railway and works, and to raise money by mortgage of any part of their respective undertakings for that purpose, and to increase their respective capitals by the creation of new or additional shares or stock, with or without any preference or priority in payment of dividends, or by such other ways and means as may be prescribed in the proposed Act, and to enable the two Companies to enter into contracts and agreements with the Manchester and Stockport Railway Company, for the purpose of carrying into full and complete effect the objects and purposes of the said intended Act, and to authorise the two Companies to enter into agreements with each other concerning any of the matters hereinbefore specified, and concerning the management, maintenance, and control of the undertaking to be vested in them by the Bill, whether constructed or to be constructed, and the appointment of a Joint Committee, to whom shall be delegated all or any of