

Liverpool and Birkenhead Railways Ferry Junction.

(Incorporation of Company—Construction of Railways—Establishment of Ferry—compulsory purchase of lands—tolls—traffic facilities—running powers—working and other arrangements and agreements with certain Companies and Corporations—powers to certain Railway Companies to subscribe and to raise money—amendment of Acts and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for an act to incorporate a Company hereinafter called "the Company"), and to authorise the Company to make and maintain the railways following, or some part or parts thereof with all proper stations, junctions, piers, approaches, and other works and conveniences connected therewith (that is to say):—

A railway (hereinafter called "Railway No. 1"), commencing in the township and extra-parochial place of Toxteth-park and county of Lancaster, by a junction with the railway now or formerly known as the Garston and Liverpool Railway at a point on the said railway 140 yards or thereabouts in a north-westerly direction from the northern end of the Dingle Tunnel of the said railway in the extra-parochial place and county aforesaid, measuring along the said railway, and terminating in the said township and extra-parochial place of Toxteth-park and county of Lancaster, or in the soil or bed of the river Mersey in or adjacent to the said township and extra-parochial place and county of Lancaster, at a point 55 yards or thereabouts in a south-easterly direction from the south-eastern boundary wall of the Herculeaneum Graving Docks, measured at right angles from a point on that wall 55 yards or thereabouts in a north-easterly direction from the southern corner thereof, and which proposed railway will be made, or pass from, in, through, over, or into the said township and extra-parochial place of Toxteth-park and county of Lancaster, and the soil or bed of the river Mersey, in or adjacent to the said township and extra-parochial place and county of Lancaster or some of them.

A railway (to be called "Railway No. 2"), wholly situate in the said township and extra-parochial place of Toxteth-park and county of Lancaster, commencing by a junction with Railway No. 1 above described, at a point 100 yards or thereabouts in a south-easterly direction from the westernmost corner of the northern end of the Dingle Tunnel, and 25 yards or thereabouts in a westerly direction from the western side of Grafton-street or the continuation thereof, and terminating by a junction with the railway or tramway on the western side of Sefton-street, at a point on the said railway or tramway 50 yards or thereabouts in a north-westerly direction from the centre of the northern entrance from Sefton-street, of the Egerton Dock.

A railway (to be called Railway No. 3"), commencing in the parish of Bebbington and township of Higher Bebbington and county of Chester, by a junction with the Birkenhead and Chester Railway, at a point thereon immediately on the southern side of a bridge carrying Rock-lane westward from Derby House over the said Birkenhead and Chester Railway, and terminating in the soil or bed of the river Mersey, in or adjacent to the said parish of Bebbington, in the township of Lower Bebbington and county of Chester, at a point 430 yards or thereabouts in an easterly direction from the shore end of the present pier at New Ferry, and 198 yards or thereabouts in a south-easterly direction from the extreme river end of the fixed works of

the said pier, and which proposed railway will be made, or pass from, in, through, over, or into the parishes, townships, extra-parochial, and other places following (that is to say):—Tranmere, Bebbington, New Ferry, Rock Ferry, Lower Bebbington, Higher Bebbington, in the county of Chester, and the soil or bed of the River Mersey, or some of them.

And it is proposed by the intended Act to confer upon the Company all or some of the powers, and to effect all or some of the purposes following (that is to say):—

To authorise the Company to make and maintain the said intended railways and works, and by compulsion or agreement to purchase, take on lease, or otherwise acquire, and to enable and compel all parties or corporations interested to sell, convey or lease, for a term of years to the Company, for such price, rent, or consideration in money, or in shares or stock of the Company, or other consideration as may be agreed upon, or settled by arbitration, or otherwise provided for in or by the intended Act, all piers, buildings, lands, river bed or soil, docks, slips, harbours, accesses, or other works and rights, in the several parishes and extra-parochial places aforesaid, or some of them, necessary or convenient for the construction of the railways above described, and works connected therewith, and to authorise the Company to establish, and to confer upon the Company the exclusive right of a ferry across the River Mersey between the termini of the intended railways, Nos. 1 and 3 above described, or works connected therewith, and to have, hold, and exercise in respect of such railways and ferry the right and power of providing, hiring, and using steam and other vessels, of levying tolls, rates, duties, and charges, and making bye-laws, rules, and regulations, and all other powers, rights and privileges necessary or convenient, for the working of the intended railways and ferry, or incident and properly appertaining to the possession or enjoyment of the same, and to vary or extinguish all existing rights and privileges, in any manner connected with the lands and buildings, or other property to be acquired, or which would prevent or obstruct the carrying into effect any of the purposes of the intended Act; and to alter, vary, or extinguish existing tolls, rates, duties, and charges, and exemptions from payment of tolls, rates, duties, and charges, and to authorise the levying of new tolls, rates, duties and charges, and to confer new exemptions from payment of tolls, rates, duties, and charges, and other rights and privileges.

To authorise the Company to excavate, dredge, scour, and deepen the bed and shore of the River Mersey opposite the termination of Railway No. 1 above described, for the purposes of the intended ferry and works.

And it is proposed by the said intended Act to take powers to deviate from the lines and levels of the railways and works to be made under the powers thereof, as shown on the plans and sections hereinafter referred to, and to cross, stop up, take down, alter, or divert, temporarily or permanently, all turnpike and other roads, railways, tramways, piers, jetties, quays, wharves, landing-places, streets, rivers, streams, canals, reservoirs, navigations, bridges, or works of any description which it may be necessary or convenient to cross, stop up, take down, alter, or divert for the purposes of the intended railways and ferry, or of any of the works connected therewith respectively.

To raise money by the creation and issue of shares, and by borrowing on mortgage or bond.

To authorise the Company, their officers and servants, subject to the provisions of the intended Act, to run over and use with their engines and