

junction with Stanley-street, and to stop up the same portion of Irwell-street, and to extinguish all rights of way in or over the same.

3. To enable the Company from time to time, at their discretion, and in such manner and subject to such regulations as the Bill shall define, to lay down and use rails and other communications in, over, and across Irwell-street, between the existing goods station of the Company and the site of the New Bailey Prison, intended to be purchased under the powers of the Bill.

4. To enable the Company to purchase, by agreement or compulsorily, certain lands, buildings, and property, or the reversions, rents, or other outstanding interests therein, and which lands, buildings, and property are situate in the township and borough of Salford, in the parish of Manchester and county of Lancaster, and lie between Gore street and the lands and property of the Company abutting upon the Manchester and Bolton line of their railway.

5. To enable the Company to purchase, by agreement or compulsion, certain lands situate at or near Miles Platting, in the parish of Manchester, and forming the site of St. George's Church, churchyard, and burial ground, together with such streets or ways as are in and upon or immediately adjoin the said lands, so far as the said streets or ways are attached, or are appurtenant to or belonging to the said lands; and to extinguish all public rights of way (if any) over the said streets or ways, whether upon the said lands or upon the lands already belonging to the Company; and the bill will enable the Company and the patron and incumbent to the said church and other the parties in whom the said church, churchyard, and burial ground is or may be legally vested to enter into agreements, or will itself contain provisions, with respect to the edifice of the said church, and to the payment of the purchase-money and the application thereof, and may confirm any agreement already made between the said parties, and will extinguish all rights and privileges in or connected with the said church, churchyard, and burial ground, streets, and ways.

6. To enable the Company to cross, divert, alter, or stop up, whether temporarily or permanently, roads, tramways, drains, sewers, pipes, navigations, rivers, streams, and watercourses, so far as may be necessary in constructing or maintaining the said intended railways and works; to deviate from the lines of railway to any extent within the limits of deviation to be shown on the deposited plans, to purchase lands, houses, and other property compulsorily for the purposes of the said intended railways and works; to levy tolls, rates, and charges in respect thereof, and to exercise other rights and privileges.

7. To extend the time granted by the 27th section of "The Lancashire and Yorkshire Railway (North Lancashire Loop Line and Capital) Act, 1867" (30 and 31 Vic., cap. 136), for the construction of the railway and works authorised by "The Lancashire and Yorkshire Railway (Blackburn and Padiham) Act, 1866" (29 Vic., cap. 44), and also to extend the periods respectively granted by the 24th and 25th sections of the said Act of 1867, for the compulsory purchase of lands and for the completion of the railway and works authorised by the same Act, and to revive the powers granted by the said last-named Act for the compulsory purchase of lands.

8. To provide for the establishment and management for the officers and servants of the Company, of a Fund, or Funds, for Superannuation or other allowances, and to guarantee the good behaviour of those officers and servants, and to prescribe what contributions may or shall be made to such fund

or funds by the said officers and servants, and to enable the Company to participate in the management of such fund or funds, and to contribute thereto, and to pay interest on any balances thereof which may be from time to time in their hands, and to authorise the making and enforcing from time to time of bye-laws, rules, and regulations for the management of any such fund or funds, and with respect to the contributions to be made thereto, and the benefits to be derived therefrom, or otherwise in relation to the said fund or funds.

9. To authorise the Company to raise a further sum of money for the purposes of the intended Act, and for the general purposes of their undertaking, by the creation of new shares with or without a guaranteed or preferential dividend or other rights or privileges attached thereto, or by borrowing or by any of such means; and also to apply to all or any of such purposes any capital or funds now belonging to the Company, or hereafter to belong to them, or under the control of their directors.

10. The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845"; "The Companies Clauses Acts, 1863 and 1869"; "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869"; "The Railways Clauses Consolidation Act, 1845"; and "The Railways Clauses Act, 1863"; and it will repeal, amend, and enlarge for the foregoing purposes the powers and provisions of the following or of any other Acts relating to the Lancashire and Yorkshire Railway Company, that is to say: Local and personal Acts 1 and 2 Wm. IV., cap. 60; 2 Wm. IV., cap. 69; 5 Wm. IV., cap. 30; 6 and 7 Wm. IV., cap. 111; 7 Wm. IV., cap. 24; 1 Vic., cap. 25; 2 and 3 Vic., cap. 55; 4 Vic., cap. 25; 7 Vic., caps. 16 and 34; 7 and 8 Vic., caps. 60 and 82; 9 Vic., caps. 35, 39, 44, 54, 101, 103, 109, 166, 171, and 172; 9 and 10 Vic., caps. 185, 212, 231, 265, 266, 271, 276, 277, 282, 302, 306, 310, 312, 354, 378, 381, and 390; 10 and 11 Vic., caps. 103, 105, 163, 164, 166, 221, 240, 288, and 289; 11 and 12 Vic., caps. 71 and 115; 12 and 13 Vic., caps. 50, 71, and 74; 13 and 14 Vic., caps. 83, 95, and 99; 14 and 15 Vic., caps. 46, 56, and 89; 15 Vic., cap. 96; 15 and 16 Vic., cap. 132; 16 and 17 Vic., caps. 163 and 211; 17 Vic., caps. 58 and 59; 17 and 18 Vic., cap. 117; 21 and 22 Vic., caps. 106 and 143; 22 and 23 Vic., caps. 110 and 129; 24 and 25 Vic., caps. 34, 36, 37, 50, and 101; 25 and 26 Vic., cap. 97; 26 and 27 Vic., cap. 5; 27 and 28 Vic., caps. 32, 55, 80, 270, and 273; 28 and 29 Vic., caps. 21 and 332; 28 Vic., cap. 23; 29 Vic., caps. 43, 44, and 71; 30 Vic., cap. 95; 30 and 31 Vic., cap. 136; 31 and 32 Vic., caps. 64 and 114; 32 and 33 Vic., cap. 78; and 33 and 34 Vic., caps. 79, 80, 84, and 141; and also of the North-Western Railway Act, 1857 (20 and 21 Vic., cap. 134), and of any other acts relating to the North-Western Railway Company and to the Midland Railway Company respectively, and interfering with the objects aforesaid; and also of the 21 and 22 Vic., cap. 92, relating to the conveyance of county property; and of the Salford Improvement Act, 1862, the Salford Improvement Act, 1867, and the Salford Improvement Act, 1870, and of the Parish of Manchester Division Act, 1850, so far as may be necessary to repeal, amend, and enlarge all or any of the said Acts of Parliament for the purposes of the said Bill.

11. Duplicate plans and sections describing the lines, situation, and levels, or the proposed works, and the lands, houses, and other property in or through which they will be made, and duplicate plans of the additional lands intended to be purchased under the powers of the Bill, together with