

Bill Office of the House of Commons on or before the 21st day of December next.

Dated this 12th day of November, 1872.

C. and H. and R. Tahourdin,
1, Victoria-street, Westminster.

In Parliament.—Session 1873.

Hoyle and Birkenhead Rail and Tramway Company.

(Construction of New Railways to West Kirby, Parkgate, and Parkgate Station, and Neston to New Brighton, Seacombe, and the Dock Lines of Railway: Purchase of Lands, &c.; Tolls; further Money Powers; Working Arrangements with other Railway Companies and Corporations; Amendment of Acts).

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill for effecting the objects, or some of the objects, hereinafter mentioned, that is to say:—

1. To authorise and empower the Hoyle and Birkenhead Rail and Tramway Company (in this notice called "the Company") to make and maintain in the county of Chester the railways hereinafter mentioned, or some or one of them, or some part or parts thereof respectively, together with all necessary and convenient stations, approaches, bridges, roads, communications, and other works and conveniences connected therewith.

1. A Railway (No. 1) commencing in the township of Little Meols, in the parish of West Kirby, by a junction with the Hoyle Railway, at or near the south-west end of the booking office at the Hoyle Terminus of that railway, and terminating in the township and parish of West Kirby, in a garden numbered 72 on the *tithe commutation map* of that township.

2. A Railway (No. 2) commencing by a junction with the intended Railway No. 1 at its termination as above described, and terminating in the township of Great Neston, in the parish of Neston, in a field numbered 7 on the *tithe commutation map* of that township.

3. A Railway (No. 3) wholly in the township of Great Neston aforesaid, commencing by a junction with the intended Railway No. 2 at its termination as above described, and terminating by a junction with the Parkgate Branch of the Birkenhead Railway belonging to the London and North Western and Great Western Railway Companies at its terminus.

4. A Railway (No. 4) commencing by a junction with the intended Railway No. 2, at its termination as above described, and terminating in the township of Ness, in the parish of Neston, in a field numbered 29 on the *tithe commutation map* of that township.

The intended railways above described will be made or pass from, in, through or into the parishes, townships, and extra-parochial and other places following, or some of them, that is to say:—Hoyle, Little Meols, Great Meols, Grange, West Kirby (township and parish), Cald, Thurstaston (township and parish), Heswell (township and parish), Heswell-cum-Oldfield, Gayton, Neston, Leighton, Parkgate, Great Neston, Little Neston, and Ness.

5. A railway (No. 5) commencing in the township and parish of Bidston by a junction with the Hoyle Railway, at a point about 7 chains from and eastward of the level crossing of that railway over a road imme-

diately to the eastward of the Bidston Station, and terminating in the township of Liscard, in the parish of Wallasey, in a field numbered 433 on the *tithe commutation map* of that township, 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:—Bidston (township and parish), Wallasey (township and parish), Liscard, and New Brighton.

6. A Railway (No. 6) commencing in the township and parish of Bidston by a junction with the Hoyle Railway, at or near the point at which the intended Railway No. 5 will commence as above described, and terminating in the township and parish of Wallasey, on the north-east side of Wallasey Pool, at a point about 10 chains north-westward from the north-east end of Wallasey Bridge over that pool.

7. A Railway (No. 7) commencing by a junction with the intended Railway No. 6, at its termination as above described, and terminating in the township of Poulton-cum-Seacombe, in the parish of Wallasey, at or near the east end of Church-road, opposite the Seacombe Hotel.

8. A Railway (No. 8) commencing by a junction with the intended Railway No. 6 at its termination as above described, and terminating in the township of Poulton-cum-Seacombe aforesaid by a junction with the Dock Line of Railway of the Mersey Docks and Harbour Board at the northern end of that line on the southern side of the road leading from Wallasey Bridge aforesaid to Poulton.

9. A Railway (No. 9) commencing in the township and parish of Bidston by a junction with the Hoyle Railway at its terminus at the Dock Station, and terminating in the extra-parochial chapelry of Birkenhead by a junction with the Dock Line of Railway of the Mersey Docks and Harbour Board, at or near the junction of Ilchester-road with Beaufort-road.

2. 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.

3. To empower the Company to cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike and other roads, highways, streams, pipes, sewers, canals, navigations, rivers, bridges, railways, and tramways within the parishes, townships, and extra-parochial and other places aforesaid, or any of them, as it may be necessary to cross, divert, alter, or stop up for the purposes of the said railways and works, or any of them, or of the Bill.

4. To enable the Company to purchase and take by compulsion, and also by agreement, lands, houses, tenements, and hereditaments for the purposes of such railways and works, and of the Bill, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, tenements, and hereditaments so purchased or taken.

5. To authorise the Company to levy tolls, rates, and duties upon or in respect of the intended railways and works, and to confer exemptions from the payment of such tolls, rates, and duties.

6. To enable the Company, for the purposes of the proposed railways and works, and of the Bill, to apply their corporate funds and revenues, and