

Flour Mills, and which railway passes through the Parishes of Liverpool and Walton-on-the-Hill, and Township of Kirkdale and Borough of Liverpool.

Railway No. 4. Commencing by a junction with Railway No. 3 at its termination as above described, and terminating by a junction with the Lancashire and Yorkshire Railway (main line) at a point 270 yards or thereabouts, measured along the centre line of such railway from the centre of the bridge carrying such railway over the road known as Sandhills-lane, and which railway is wholly in the Parish of Walton-on-the-hill, and Township of Kirkdale, and Borough of Liverpool.

Railway No. 5. Commencing by a junction with Railways Nos. 1 and 2, at their point of termination as hereinbefore described, and terminating by a junction with the dock line of railway at the Prince's Dock Basin, at a point opposite the northern frontage line of the Paisley-street, wholly in the Parish and Borough of Liverpool.

Railway No. 6. Commencing by a junction with Railway No. 3, at a point under the centre of Vauxhall-road or thereabouts, and in a line with the southern frontage of Burlington street, and terminating at a point within the boundary of the Stanley Dock, close to the eastern boundary wall of such dock, and ten yards or thereabouts north of the northern end of the south-eastern carriage entrance gate of such dock, leading to Great Howard-street, wholly in the Parish and Borough of Liverpool.

Railway No. 7. Commencing by a junction with Railway No. 3, at its point of termination as hereinbefore described, and terminating by a junction with the dock line of railway in Saudon Graving Docks, at a point seventy-two yards or thereabouts, measured along such dock railway in a southerly direction from the dock carriage entrance gates, opposite the road known as Sandhills-lane, wholly in the Parish of Walton-on-the-Hill and Township of Kirkdale, and Borough of Liverpool.

Railway No. 8. Commencing by a junction with Railway No. 3, at its point of termination as hereinbefore described, and terminating by a junction with the dock line of railway on the Timber Quay, at or near a point two hundred and eighty-five yards, measured along such dock railway in a northerly direction from the northern end of the dock carriage entrance gates, opposite the road known as Sandhills-lane, wholly in the Parish of Walton-on-the-Hill and Township of Kirkdale and Borough of Liverpool.

Railway No. 9. Commencing by a junction with the authorised Mersey Railway at its authorised termination at a point under the centre or thereabouts of Church-street and opposite Compton House and terminating at a point near to and under the north-western carriage entrance of the Central railway station, in course of construction, such point being in line with the centre of Church-street or thereabouts, wholly in the Parish and Borough of Liverpool.

The above-mentioned Railways will be wholly situate in the County Palatine of Lancaster.

#### Railways in Birkenhead and Vicinity.

No. 10. A railway commencing in the extra-parochial chapelry of Birkenhead by a junction with the authorised Mersey Railway at a point near the centre of the Borough-road and nearly opposite the end of Wilbraham-street, passing through the extra-parochial chapelry of Birkenhead and the parishes of Woodchurch, Bebington, and Bidston, and the Townships of Tranmere, Cloughton-cum-Grange, Bidston-cum-Ford, or some of them, and terminating in the extra-parochial chapelry of Birkenhead by a junction with the dock line of railway belonging to the Mersey Docks and Harbour Board, opposite the western corner of the boundary fence of

the graving dock belonging to the said Board, to the north-west of the Canada Works.

No. 11. A railway commencing in the extra-parochial chapelry of Birkenhead by a junction with Railway No. 10, in the centre of Corporation-road, at or near a point 50 yards measured along the centre of such road in a westerly direction from the Telegraph Hotel, in the occupation of Richard Lloyd, and terminating in the Parish of Bidston and Township of Bidston-cum-Ford by a junction with the Hoylake Railway about 960 yards measured along the centre line of such Hoylake Railway towards Hoylake from its terminus at Wallasey, Bridge-road.

No. 12. A railway commencing in the extra-parochial chapelry of Birkenhead by a junction with the dock branch of the Birkenhead Joint Railway about 330 yards measured along the centre line of such dock branch northward of the centre of the bridge carrying the said railway over Green-lane and terminating in the Parish of Bebington and Township of Tranmere by a junction with the authorised Mersey Railway No. 3 at a point measured along the centre line of the Mersey Railway about 366 yards north-westward of the centre of the bridge carrying the said railway over Green-lane, in a field numbered 23, in the said Parish of Bebington, on the plans deposited for the purposes of the Mersey Railway Act, 1871.

No. 13. A railway (wholly in the Parish of Bebington and Township of Tranmere), commencing by a junction with the authorised Mersey Railway No. 3 at the point marked, 6 furlongs in the field numbered 19 in the said parish on the plans deposited for the purposes of the Mersey Railway Act, 1871, and terminating at a point 13 yards south of the centre of Borough-road, nearly opposite the south end of Nelson-street.

The last-mentioned railways, numbered 10, 11, 12, and 13, will pass from, through, or into the parishes, townships, and places of Birkenhead, Bebington, Bidston, Tranmere, Cloughton-cum-Grange, Woodchurch, and Bidston-cum-Ford, or some of them, and all in the County of Chester.

And the intended Act will enable the Company to exercise the following powers, viz: To apply any capital or funds at their disposal, or authorised to be raised by them, to the purposes of the intended Act, or any of them; and to raise further sums for such purposes, or any of them; and also for the general purposes of their undertaking, by the creation of new shares or stock, with or without preference or priority in payment of interest or dividend, and by borrowing on mortgage or bond, or by any of those means. To appropriate or use any street, square, road, or land traversed by the intended railways; and also to acquire compulsorily any easement only for the purpose of the said intended railways, through, or under the ground, and all buildings traversed by the intended railways; and also to cross, divert, alter, or stop up, whether temporarily or permanently, roads, railways, tramways, drains, pipes, sewers, navigations, streams, and water-courses, so far as may be necessary in constructing or maintaining the said intended railways and works; and particularly to stop up and appropriate the sites of Johnson-street, Houllgrave-street, Locke-street, Hawkshaw-street, Errington-street, Holme-street, Galton-street, Paisley-street, Glasgow-street, and Greenock-street, and to divert Manchester-street throughout its whole length, all in the Borough of Liverpool. To under-pin, or otherwise secure, buildings which may be rendered insecure by any of the authorised or intended works of the company, and which buildings the company do not desire to purchase for the purposes of their undertaking.

To purchase lands, houses, and other property