

In Parliament.—Session 1873.

Cheshire Lines Committee.

(Construction of Branch Railways in the County of Chester; Compulsory Purchase of Lands; Tolls, &c.; Stopping up of Streets and Roads in Manchester; and Stopping up and Diversion of Footpaths in Parishes of Warrington and Bowdon; Additional Lands in the Counties of Lancaster and Chester; Application of Funds; Amendment of Acts, and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, by the Cheshire Lines Committee, for leave to bring in a Bill, and to pass an Act for all or some of the following purposes, namely:—

To authorize the Cheshire Lines Committee (hereinafter called "the Committee") to make and maintain the railways following, or some part or parts thereof, with all proper stations, works, and conveniences connected therewith (that is to say):—

A Railway No. 1, commencing in the township of Marston, in the parish of Great Budworth, by a junction with the railway of the Committee authorized by "The Cheshire Lines Transfer Act, 1865," and therein described as Railway No. 2, at a point on that railway $8\frac{1}{2}$ chains or thereabouts measured along the said railway in an easterly direction from the east side of the public road leading from Northwich to Warrington, and terminating in the gateway of or entrance to the salt works of the Victoria Salt Company (Limited) in the township of Wincham, in the parish of Great Budworth aforesaid, at a point in that gateway 8 yards or thereabouts measured in a southerly direction from the south-east corner of the office or weighing house of the said works along the line of the said gateway. And which said intended railway will pass from, in, through, or into the several parishes, townships, or places following, or some of them, namely, Great Budworth, Marston, Wincham, all in the county of Chester.

A Railway No. 2, commencing by a junction with the Winsford Branch of the West Cheshire Railway belonging to the Committee at a point on the said Winsford Branch Railway, 10 chains or thereabouts measured in a northerly direction along the said railway from the north end of the booking offices of the Winsford Station on the said railway, and terminating in the salt works in the occupation of Messieurs Joseph Verdin, Thomas Verdin, Robert Verdin, and Joseph Verdin the younger, situate in the township of Wharton, in the parish of Davenham, in the said county of Chester, at a point 4 yards or thereabouts from the north-west corner of the most southerly building in the said works, measured from the said north-west corner of the said building in a westerly direction and in a line with the north side thereof; and which said Railway No. 2 will pass from, in, through, or into the several parishes, townships, extra-parochial, or other places following, or some of them, namely, Over, Whitegate, Wharton, and Davenham, all in the county of Chester.

And it is also proposed by the said intended Act to confer on the Committee all the necessary powers to effect the objects following, or some of them (that is to say):

To stop up, alter, or divert, whether temporarily or permanently, all such turnpike and other roads and highways, railways, tramways, aqueducts, canals, streams, and rivers within the aforesaid parishes, townships, extra-parochial, and other places, or any of them, as it may be necessary to stop up, alter or divert by reason of the construction of the said intended railways and works, or any of them.

To purchase, by compulsion or otherwise, all or any of the lands, houses, and buildings situate in the before-mentioned parishes, townships, extra-parochial, and other places, and delineated on the plans to be deposited as hereinafter mentioned, and any other lands, houses, and buildings which may be required for the purposes of the said intended railways and works; and to alter, vary, or extinguish all existing rights and privileges connected with such lands and houses, or which would in any manner impede or interfere with the construction, maintenance, and use of the said intended railways and works, or any of them, or the objects or purposes of the intended Act, and to confer, vary, alter, or extinguish other rights and privileges.

To levy tolls, rates, and duties for or in respect of the use of the said intended railways and works, and for the conveyance of traffic thereon; and to alter existing tolls, rates, and duties, and to confer, vary, or extinguish exemptions from the payment of such existing and proposed tolls, rates, and duties as may be thought expedient.

To authorize the Committee to purchase by compulsion or agreement certain lands and houses situate in Heaton Norris, in the parish of Manchester, in the county of Lancaster, belonging to the trustees under the will of Joseph Wildgoose, deceased, and others in Hope-street and Allen-street, in Heaton Norris aforesaid.

Certain lands lying and abutting upon the north and south sides of the Stockport and Timperley Branch of the railway of the Committee, adjoining the Cheadle Station on that railway, being parts of lands respectively numbered 3, in the township of Didsbury, in the parish of Manchester and county of Lancaster; 43 and 44 in the townships of Cheadle Bulkeley, in the parish of Cheadle and county of Chester, and 1, 3, 4, 5, and 6 in the township of Etchells, in the parish of Stockport, in the county of Chester, on the deposited plans referred to in the Stockport, Timperley, and Altrincham Junction Railway Act, 1861.

Certain other lands lying and abutting upon the north and south sides of the said Stockport and Timperley Branch Railway, adjoining the Northenden Station on that railway, being parts of lands respectively numbered 7, 9, 11, 12, 13, and 14 in the said township of Didsbury and parish of Manchester; and 2, 4, 6, 8, 9, 10, 11, and 13 in the township of Etchells, in the parish of Northenden, in the county of Chester, on the said deposited plans.

Certain other lands, houses, and buildings situate in the parish of Manchester, in the county of Lancaster, lying and being in Lower Moseley-street, Fleet-street, and Lombard-street, all in Manchester aforesaid, bounded northwardly by Fleet-street, southwardly by Lombard-street, eastwardly by Lower Moseley-street aforesaid, and westwardly by the line showing the limit of deviation on the deposited plans referred to in the Cheshire Lines Act, 1872.

Certain other lands, houses, and buildings situated in Lower Moseley-street aforesaid, being a triangular plot of land bounded eastwardly by Lower Moseley-street, where that street joins Great Bridgewater-street, northwardly by Lom-