

on-the-Hill, and borough of Liverpool, by a junction with the Dock line of railway of the Mersey Docks and Harbour Board in Sandon Graving Dock, at a point seventy-two yards, or thereabouts, measured along such Dock line of railway in a southerly direction, from the Dock carriage entrance gates, opposite the end of the public road known as Sandhills-lane, which said Railway No. 6 will pass from, through, or into the several parishes, townships and extra-parochial or other places following, or some of them (that is to say):—Liverpool and Walton-on-the-Hill, and Kirkdale, and the borough of Liverpool;

A Railway (hereinafter referred to as Railway No. 7), to be wholly situate in the parish and borough of Liverpool, commencing by a junction with the authorised Mersey Railway at a point at or near the centre of Lord-street, or thereabouts, and thirty-eight yards, or thereabouts, measured along the centre of Lord-street in an easterly direction, from the centre of North John-street, and terminating by a junction with Railways Nos. 1 and 2, at the point of termination of Railway No. 1 and commencement of Railway No. 2, as hereinbefore respectively described.

To authorise the Company in the construction of the Railway No. 1, authorised by "The West Lancashire Railway Act, 1871," to carry the same across on the level of the road numbered on the deposited plans of that railway 50, in the said parish of North Meols, and to carry the Railway No. 2, authorised by the same Act, across on the level of the road numbered on the said deposited plans of that railway 278, in the parish of North Meols, in lieu of and in substitution for carrying those railways under those roads respectively by means of bridges.

To authorise the Company to alter and divert the street called or known as Manchester-street, leading from Dale-street to the old Haymarket, throughout the whole length thereof, which alteration and diversion will be wholly in the said parish and borough of Liverpool.

To authorise the Company to alter and divert the public road known as Tithebarn-lane, and the road, numbered on the plans deposited for the purposes of "The West Lancashire Railway Act, 1871," 90, in the said parish of North Meols, for a distance of five chains, or thereabouts, from the junction of those two roads, measured along each road towards Southport, which alteration and diversion will be wholly situate in the said township and parish of North Meols and borough of Southport.

To deviate from the lines or situations of the works within the limits of lateral deviation to be shown on the plans hereinafter mentioned, and to deviate vertically from the levels of any of the works shown on the sections hereinafter mentioned to such extent as may be authorised by or determined, under the powers of the Bill, and whether beyond the limits allowed by "The Railways Clauses Consolidation Act, 1845," or otherwise.

To empower the Company to purchase and take by compulsion and by agreement lands, houses, and other property for the purposes of the intended railways and works.

To authorise the Company to stop up and discontinue as public thoroughfares and to appropriate to the purposes of the Company the whole or any parts of the following streets and places, viz., Houlgrave-street, Locke-street, Hawkshaw-street, and Errington-street, in the township of Kirkdale, and parish of Walton-on-the-Hill, in the borough of Liverpool, and the streets known as Spitalfields, Shaw Hill-street, and Walker's-place, in the parish

and borough of Liverpool, and to cross, stop up, alter or divert, whether temporarily or permanently, all such turnpike and other roads, streets, highways, railways, tramways, navigations, cuts, canals, rivers, sewers, pipes, drains, and other works within or adjoining the aforesaid parishes or places, or any of them, as may be necessary in making and maintaining the said intended railways and works.

To empower the Company to levy tolls, rates and duties for or in respect of the said intended railways and works, to alter existing tolls, rates, and duties, and to grant exemptions from the payment of tolls, rates and duties.

To empower the Company on the one hand, and the London and North Western Railway Company, the Lancashire and Yorkshire Railway Company, the Midland Railway Company, the Great Northern Railway Company, the Manchester, Sheffield, and Lincolnshire Railway Company, the Great Western Railway Company, and the Mersey Railway Company, or any or either of them, on the other hand, to enter into and carry into effect contracts, agreements, and arrangements for or with reference to the working use, construction, management and maintenance of the authorised railway and works of the Company and of the intended railways and works, or any or either of them, the supply of rolling stock and machinery, and of officers and servants, for the purposes of the traffic on the said authorised and intended railways, the interchange, accommodation, conveyance and delivery of the traffic coming from or destined for the respective undertakings of the contracting companies, the levying, fixing, receipt, and division of the tolls, rates, charges, receipts and revenues levied, taken or arising from such traffic, the rents, payments, allowances, rebates and drawbacks to be paid, made, or allowed by any or either of the contracting companies to the other or others of them, for all or any of the purposes of the respective contract, agreement, or arrangement, the appointment of joint committees, and all incidental matters, and to sanction and confirm any such contract, agreement or arrangement already made, or which, prior to the passing of the Bill, may be made with respect to all or any of the matters aforesaid.

To authorise the before-mentioned companies or any of them to subscribe and contribute funds towards the making and maintaining of the intended and authorised railways and works of the Company, or any or either of them, or any part or parts thereof respectively, and to take and hold shares in the capital of the Company, and to guarantee to and for the Company interest, dividend, annual or other payment on shares or stock, and the principal and interest of any loan of the Company, and for all or any of the purposes of the Bill to apply their respective funds and revenues, and to raise more money by the creation of new shares or stock in their respective undertakings, either with or without preference, priority, or guarantee in payment of interest or dividend, and by borrowing, and either as part of their respective general share and loan capitals, or wholly or partially as a separate share and loan capital charged primarily or exclusively on the said authorised and intended railways and works, and the tolls, rates, and duties received upon or in respect thereof, and to authorise the said companies or any of them to appoint directors of the Company.

To empower the Company and all other companies and persons lawfully using the railways of the Company, or any or either of them, or any part or parts thereof, to run into, over, and use with their engines and carriages, waggons and trucks, and their officers and servants, and for the purposes of traffic of every description, the station at Liverpool known as the Liverpool Central