

their behalf, and also all duties, debts, and liabilities of the Widnes Railway Company, so that the Company may be enabled to act in all respects with reference to the undertaking of the Widnes Railway Company, and the construction and maintenance of the railways and works authorized by "The Widnes Railways Certificate, 1873," and confirmed by "The Railways Provisional Certificate Confirmation Act, 1873," and the purchase of lands for the purposes thereof, and the levying, demanding, recovering of tolls, rates, and charges, in respect to the said undertaking, as fully and effectually as if the powers contained in the last-mentioned Act had been originally conferred on the Company.

To dissolve and wind up the Widnes Railway Company, and to vary or extinguish the rights and interests of the shareholders in that Company.

To provide for the release and re-transfer of the money deposited with the Paymaster-General on behalf of the Court of Chancery, in respect of the railways authorised by "The Railways Provisional Certificate Confirmation Act, 1873."

To enable the Company to make and maintain a new road or street, as an approach to the Widnes Railway, commencing in the township of Widnes and parish of Prescott, in the county of Lancaster, in a field belonging to John Bibby, at a point in the said field shown on the deposited plans of Railway No. 2, authorised by "The Widnes Railways Certificate, 1873," and confirmed by "The Railways Provisional Certificate Confirmation Act, 1873," as the termination of that railway, and terminating by a junction with Ann-street East, in Widnes aforesaid, at a point in that street measured 40 feet or thereabouts in an easterly direction along the line of that street, from the junction of Earl-street with that street; and which intended street or road will be about 188 yards or thereabouts in length, and is wholly situate in the said township of Widnes and parish of Prescott.

To transfer to and vest in the Company all the powers, rights, and privileges now vested in the Macclesfield, Knutsford, and Warrington Railway Company (hereinafter called the Macclesfield Company), and all lands and other property, real or personal, belonging to the Macclesfield Company, and all other their undertaking, and the benefit of all contracts entered into by or with them or on their behalf, and also all duties, debts, and liabilities of the Macclesfield Company, so that the Company may be enabled to act in all respects with reference to the undertaking of the Macclesfield Company and the construction and maintenance of the railways and works authorised by the Macclesfield, Knutsford and Warrington Railway Act, 1866, the Macclesfield and Knutsford Railway Act, 1871, and the Manchester, Sheffield, and Lincolnshire Railway Company (Additional Powers) Act, 1872, and the purchase of land for the purposes thereof, and the levying, demanding, and recovering of tolls, rates, and charges in respect to the said undertaking, as fully and effectually to all intents and purposes as if the powers contained in the said last-mentioned Acts had been originally conferred on the Company.

To enable the Company to make and maintain the following Railway, or some part thereof, with all proper stations, works, and conveniences connected therewith, that is to say:—

A Railway No. 10, in lieu and substitution of a portion of the railway hereinafter mentioned and described, as intended to be abandoned, commencing by a junction with the authorized line of the Macclesfield, Knutsford and Warrington Railway, at a point shown on the deposited plans of that railway referred to in "The Macclesfield, Knutsford and Warrington Railway Act, 1866,"

as one mile, in a field numbered 348 on those plans, situate in the township of Upton and parish of Prestbury, in the county of Chester, and terminating by a junction with the Macclesfield, Bollington, and Marple Railway, belonging to the Macclesfield Committee, at a point on that railway on the centre of the bridge which carries that railway over the River Bollin, in the township of Titherington, in the said parish of Prestbury, and which said intended Railway No. 10 will pass from, through, or into the several parishes, townships, or other places following or some of them, namely, Upton, Macclesfield, Titherington, Hurdsfield, and Prestbury, all in the county of Chester.

To enable the Company and the Macclesfield Company to abandon or relinquish the construction of so much of Railway No. 1, authorized by "The Macclesfield, Knutsford and Warrington Railway Act, 1866," as lies between the commencement of that railway in the township of Macclesfield, in the parish of Prestbury, in the county of Chester, and the point shown on the deposited plans of that Railway as one mile in the said township of Upton, in the parish of Prestbury.

To enable the Company or the Macclesfield Company to alter the levels of that portion of Railway No. 1 authorized by "The Macclesfield, Knutsford, and Warrington Railway Act, 1866," as according to the deposited plans referred to in that Act would be made and situate between the points shown on the deposited plans referred to in that Act as 2 miles and 6 miles 3 furlongs and 7½ chains, and which alterations of levels will be in the several parishes, townships, extra-parochial or other places following, or some of them, namely, Prestbury, Fallibrome, Mottram St. Andrew, Alderley, Over Alderley, Wilmslow, Bollin Fee, Pownall Fee, Chorley, and Fulshaw, all in the county of Chester.

To revive and extend the powers granted to the Macclesfield Company for the compulsory purchase of lands for the purposes of their undertaking by the Act incorporating the Macclesfield Company (29 and 30 Vic., cap. 159), as extended by the Macclesfield and Knutsford Railway Act, 1871, and also to extend the period limited by the last-mentioned Act for the completion of the railways of the Macclesfield Company.

And it is also proposed by the said intended Act to confer on the Company 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 and houses 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 and houses which may be required for the purposes of the said intended railways and works, and to alter, vary and 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.