

a portion estimated to contain one and a half acres or thereabouts of certain commonable lands in the said parish of Wigan, known as Amberswood Common, is intended to be taken by the Company.

Two Railways, to be called the Hindley Junctions, to be wholly situate in the township of Hindley, in the parish of Wigan, in the county of Lancaster:

No. 1 commencing by a junction with the Lancashire Union Railway at a point two hundred yards or thereabouts south of the public road bridge over that railway, at the Hindley and Amberswood Station, and terminating by a junction with the Company's Eccles Tyldesley and Wigan Railway at a point eight hundred and fifty yards or thereabouts west of the junction with that railway of the Bickershaw Colliery Railway:

No. 2 commencing by a junction with Railway No. 1 at a point three hundred and fifty yards, or thereabouts, north-west of the bridge carrying the said Eccles Tyldesley and Wigan Railway over the Wigan Junctions Railway, and terminating at the point of termination of Railway No. 1, as hereinbefore described:

Two Railways at Diggle, to be wholly situate in the township of Saddleworth, in the parish of Rochdale, in the West Riding of the county of York:

No. 1 commencing by a junction with the Denton and Saddleworth Railway No. 2, authorised by "The London and North Western Railway (New Railways) Act, 1879," as now in course of construction, at a point one hundred yards or thereabouts north-east of the farmhouse known as Butter House, and terminating by a junction with the Company's Huddersfield and Manchester Railway at or near the southern end of the Standedge Tunnel on that railway:

No. 2 commencing by a junction with the said Huddersfield and Manchester Railway at a point two hundred and forty yards or thereabouts north-east of the Saddleworth Station thereon, and terminating by a junction with the same railway at or near the southern end of the said tunnel, and to abandon the construction of so much of the said Denton and Saddleworth Railway, No. 2, as lies between its authorised termination and the commencement of the said intended Railway No. 1:

To empower the Company to purchase by compulsion or agreement, and to hold lands, houses, and buildings in the parishes, townships, and places hereinbefore mentioned, for the purposes of the said intended Railways and works:

To authorise the purchase and acquisition of so much of any property as may be required for the purposes or in exercise of the powers of the intended Act, without the Company becoming subject to the liability imposed by Section 92 of "The Lands Clauses Consolidation Act, 1845:"

To vary or extinguish all rights and privileges connected with the lands purchased or taken under the powers of the intended Act, or which would in any manner impede or interfere with the objects thereof, and to confer, vary, and extinguish other rights and privileges.

To authorise the crossing, stopping up, altering or diverting, whether temporarily or permanently, of all public carriage and other roads, highways, railways, tramways, canals, rivers, streams, drains, sewers, pipes, and telegraphic and telephonic wires and apparatus within or adjoining to the before-mentioned parishes, townships, and other places which it may be necessary or con-

venient to cross, stop up, alter, or divert in executing the several purposes of the intended Act.

To empower the Company to demand and recover tolls, rates and charges for or in respect of the use of the Railways and other works authorised by the intended Act, and to alter existing tolls, rates, and charges, and to grant exemptions from the payment of tolls, rates, and charges.

To provide for the transfer to, and vesting in, the Company as part of their Undertaking, upon such terms and conditions as may have been or may be agreed upon, or as may be provided for, fixed and determined by or under the provisions of the intended Act, of the Undertaking of the Lancashire Union Railways Company (hereinafter called the Lancashire Union Company), including the share and interest of the Lancashire Union Company in the Lancashire and Yorkshire and Lancashire Union Railways joint line vested in the Lancashire Union Company and the Lancashire and Yorkshire Railway Company jointly by or under the provisions of the Lancashire and Yorkshire and Lancashire Union Railways Act, 1865, and all the rights, powers, and privileges of the Lancashire Union Company, of what nature or kind soever, and whether with reference to their own Undertaking, including as aforesaid, or the Undertaking of any other Company.

To dissolve the Lancashire Union Company.

To provide for the exercise and fulfilment by the Company, in their own name and under their own seal, and in the names and under the hands of their directors, officers and servants, of all the rights, powers, privileges, liabilities and obligations of the Lancashire Union Company, whether with reference to the acquisition of lands, the construction of works, the levying of tolls, rates, and charges, the appointment of joint committees, the granting or issuing of mortgages or bonds, or otherwise, and for the conversion into shares or stock of the Company of the shares or stock in the capital of the Lancashire Union Company, either before or after the same shall have been paid up in full.

To empower the Company to grant and issue, in their name and under their seal, mortgages or debenture stock, in renewal of or substitution for mortgages or bonds or debenture stock of the Lancashire Union Company.

To confirm and give effect to any agreements which have been or may be entered into between the Lancashire Union Company and the Company with reference to all or any of the matters aforesaid.

To repeal or alter and amend Section 11 of the London and North-Western Railway (Eccles Tyldesley and Wigan) Act, 1861 (Company to make good any loss to be occasioned to joint fund herein named), and Section 40 of the London and North-Western Railway (Lines near Liverpool) Act, 1861 (indemnifying North Union Fund), and Section 14 of the Lancashire Union Railways Act, 1877 (for the protection of the North Union Railway Joint Fund), and to amend those Acts accordingly.

To empower the Company for all or any of the purposes of the intended Act, and of any other Act or Acts of the next Session, and for other the general purposes of the Company, to increase their capital, and to raise further sums of money, by the creation and issue of new shares or stock, with or without a guaranteed or preference dividend or other rights or privileges attached thereto, and by the creation and issue of debenture stock, and by borrowing, or by any of such means, and also to apply to all or any of such