

This work will be made from, through, into, or in the said townships of Salford and Pendlebury (detached).

Number 9.—A new navigable cut or canal (being a diversion of the Bridgewater Canal), wholly within the said township of Barton-upon-Irwell, commencing by a junction with that canal at a point about 144 yards north of the centre of Barton-lane, where it passes under that canal, measured along that canal, thence passing on the easterly side of that canal, crossing Work Number 4 by a new aqueduct, with a swing opening, extending southward for a distance of about 483 yards from its commencement, measured along that canal, and there terminating by a junction with that canal.

Number 10.—A conduit or culvert, with sluices (wholly within the said township of Flixton) to divert water from the River Mersey into Work Number 4, commencing at a point on the right bank of that river, about 17 chains west of the junction of Park-lane and Eea-lane, at Oulton Brow, and extending in a northerly direction about 27 chains, and there terminating by a junction with Work Number 4.

Number 11.—A weir, with sluices, wholly within the said townships of Woolston and Martinscroft and Thelwall, commencing at the right bank of the River Mersey, at the point where an imaginary straight line drawn at right angles to Woolston New Cut, from a point about 36 chains westward of the turn bridge at the eastern end of that cut, measured along that cut, would strike that bank, and extending at right angles across that river to and terminating at the left bank thereof.

Number 12.—A dock or basin, with an entrance from Work Number 3, wholly in the said townships of Warrington, Thelwall (detached No. 2) and Latchford, to be constructed on land bounded on the south side by the Warrington and Latchford-road, on the east side by the Runcorn and Latchford Canal, on the west side by the left bank of the River Mersey, and on the north side by an imaginary straight line, drawn from the easterly end of Howley Weir to a point on the said Runcorn and Latchford Canal about 21 chains north-east of the north face of the Black Bear Bridge over that canal, measured along that canal.

Number 13.—A dam, with sluices, wholly in the said township of Runcorn, across the bed of the said Runcorn and Latchford Canal, at a point about 18 chains west of the Point Turn Bridge, across that canal, measured therealong.

Number 14.—Deviation Railway Number 1.—The diversion of the main line of the London and North Western Railway where it crosses the River Mersey at the Walton Viaduct, near Warrington, by the construction of a deviation railway, commencing in the said township of Moore, by a junction with the said main line at a point about 10 chains south-west of the point where the boundary between the said townships of Moore and Acton-Grange crosses the said main line, thence crossing Work Number 3 by a high level bridge, and terminating by a junction with the said main line at a point in the said township of Warrington, at the north side of the Three-Arch Bridge, situate south of and near to the high level station at Bank Quay.

Number 15.—Deviation Railway Number 2.—The diversion of the Birkenhead, Lancashire, and Cheshire Junction Railway by the construction of a deviation railway, commencing in the said township of Acton-Grange by a junction with that railway about 13 chains north-east of the point where the boundary between the said townships

of Moore and Acton-Grange crosses that railway, thence crossing Work No. 3 by a high-level bridge, and terminating by a junction with the branch railway of the London and North-Western Railway Company, which connects the Warrington and Stockport Railway with the Birkenhead, Lancashire, and Cheshire Junction Railway at a point in the said township of Warrington about 5 chains west of the western end of Arpley station, measured along the said branch railway.

The foregoing railways will be made from, through, into, or in the said townships of Moore, Acton-Grange, Walton Inferior, and Warrington, or some of them.

Number 16.—Deviation Railway Number 3.—The diversion of the Warrington and Stockport Railway by the construction of a deviation railway commencing in the said township of Warrington by a junction with that railway at the western abutment of the bridge of that railway over the River Mersey near Arpley station, thence passing in tunnel under Work Number 3, and terminating in the said township of Latchford, at the point where that railway crosses Cross-lane.

This railway will be made from, through, into, or in the said townships of Warrington, Latchford, and Grappenhall, or some of them.

Number 17.—Deviation Railway Number 4.—The diversion of the Railway Number 2, authorised by "The Manchester, Sheffield, and Lincolnshire Railway (Extension to Liverpool) Act, 1865," and now belonging to the Cheshire Lines Committee, by the construction of a deviation railway, commencing in the said township of Carrington by a junction with that railway at a point about 38 chains south-east of the south-east end of Partington station, measured along that railway, thence crossing Work Number 3 by a high level bridge, and terminating in the said township of Barton-upon-Irwell by a junction with that railway at a point about 15 chains south-east of the junction of the said Railway Number 2 with the Liverpool and Manchester Railway of the Cheshire Lines Committee, measured along the said Railway Number 2.

This railway will be made from, through, into, or in the said townships of Carrington, Partington, and Barton-upon-Irwell, or some of them.

Number 18.—Deviation Railway Number 5.—The diversion of the said Liverpool and Manchester Railway by the construction of a deviation railway, commencing in the said township of Flixton by a junction with that railway, at a point about 19 chains west of the westerly end of Flixton station, measured along that railway, thence crossing over Work Number 3 by a high-level bridge, and terminating by a junction with that railway in the said township of Barton-upon-Irwell, at a point situate about 2 chains east of the eastern end of Irlam station, measured along that railway.

This railway will be made from, through, into, or in the said townships of Flixton, Barton-upon-Irwell, and Carrington, or some of them.

Number 19.—Junction Railway.—A railway commencing in the said township of Moore, by a junction with the said Birkenhead, Lancashire, and Cheshire Junction Railway, at a point situate about 2 chains north-east of the north-easterly end of Daresbury station, measured along that railway, and terminating in the said township of Acton-Grange by a junction with the said main line of the London and North Western Railway, at a point on the said main line about two chains north-east of the point where the boundary between the said townships of Moore and Acton-Grange crosses the said main line.

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