

Budworth, Appleton, Grappenhall (parish and township), Latchford, Runcorn (detached No. 1), Thelwall (detached No. 1), Runcorn (detached No. 2), Thelwall (detached No. 2), Runcorn (detached No. 3), Thelwall, Lymm (parish and township), Warburton (parish and township), Bowdon, Partington, Carrington, Dunham Massey; and from through, into, or in the parishes, townships and extra-parochial places following, or some of them, all in the county of Lancaster, namely:—Childwall, Garston, Speke, Hale, Halewood, Prescot, Ditton, Widnes, Cuerdley, Penketh, Great Sankey, Warrington (parish and township), Poulton-with-Fearnhead, Woolston and Martinscroft, Rixton-cum-Glazebrook, Eccles, Barton-upon-Irwell, Pendleton, Pendlebury (detached), Flixton (parish and township), Flixton (detached), Manchester (parish and township), Salford, Stretford.

Number 12.—A lock, wholly in the said township of Stretford, commencing at the lower gates of the existing lock at Throstle Nest, and extending in a westerly direction along the River Irwell, a distance of about 27 yards; and in connection with the said lock a weir, parallel with and about 25 yards below the existing weir at Throstle Nest, commencing in the said township of Salford at the right bank of the River Irwell, and terminating in the said township of Stretford, at the left bank of that river, and wholly within those townships.

Number 13.—A dock, wholly in the said township of Salford (with an entrance thereto from work No. 11, partly in the said township of Salford, and partly in the township of Pendlebury (detached), in the parish of Eccles, in the county of Lancaster) to be constructed partly on lands the property of the Manchester Racecourse Company (Limited), and partly on lands adjoining thereto, all which lands are included between the River Irwell, Trafford-road, the northern boundary of the said lands of the said Manchester Racecourse Company (Limited), and the Salford Cemetery.

Number 14.—In connection with the said dock, a conduit, or culvert with sluices, wholly in the said township of Salford, to divert water from the River Irwell into that dock, commencing at a point on the right bank of that river, about 3 chains east of the northern end of the existing weir at Throstle Nest, measured along that bank, extending in a north-westerly direction about 34 chains, and there terminating by a junction with that dock.

Number 15.—A conduit or culvert, commencing in the said township of Salford by a junction with the existing watercourse, situate near the said racecourse in Marsh Land, the property of Samuel William Clowes, and in the occupation of James Henry Brown, at a point therein about 32 chains, measured along that watercourse, northward of its junction with the River Irwell, and terminating in the said township of Pendlebury (detached), at a point on that river about 13 chains east of the easterly end of the Mode Wheel Lock, measured along the right bank of that river. This work will be made from, through, into, or in the said townships of Salford and Pendlebury (detached).

Number 16.—A new navigable cut or canal (being a diversion of the Bridgewater Canal), wholly within the township of Barton-upon-Irwell, in the said parish of Eccles, commencing by a junction with that canal

at a point about 144 yards north of the centre of Barton-lane, where it passed under that canal, measured along that canal, thence passing on the easterly side of that canal, crossing Work No. 11 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 17.—The diversion of the present channel and course of the River Mersey, wholly in the township of Woolston-and-Martinscroft, in the parish of Warrington, in the county of Lancaster, by a new cut, commencing at a point about 24 chains south of the western end of Woolston Weir, measured along the right bank of that river, and terminating by a junction with that river at a point about 45 chains from the commencement of the said work, measured along the said right bank.

Number 18.—A new cut (with a lock therein) wholly in the township of Appleton, in the parish of Great Budworth, in the county of Chester, commencing by a junction with Work No. 10, at a point about 1 chain south-west of the western end of the bridge over the Runcorn and Latchford Canal, known as Twenty Step Bridge, measured along that canal, and extending along that canal in a north-easterly direction a distance of about 4 chains, and there terminating.

Number 19.—The diversion of the present channel and course of the River Mersey, wholly in the said township of Warrington by a new cut, commencing at a point about 17 chains below the bridge over that river known as Warrington Bridge, measured along the right bank of the river, and terminating by a junction with the river at a point about 11 chains above the bridge over that river known as Walton Girder Bridge, measured along the right bank of the river. In connection with this work a dam across the bed of the River Mersey in a south-westerly direction, commencing in the township of Latchford, in the said parish of Grappenhall, at a point about 6 chains south of the east end of the girder bridge, carrying the Warrington and Stockport Railway over the River Mersey, near Arpley Station, Warrington, measured along the left bank of the river, and terminating at a point in the said township of Warrington about 11 chains south-west of the west end of the last-mentioned Girder Bridge, measured along the right bank of the river, and wholly within those townships.

Number 20.—A dam across the bed of the River Mersey in a south-westerly direction (with a lock therein), commencing in the said township of Warrington at a point on the right bank of that river, about 24 chains east of the northern end of the said Walton Girder Bridge, measured along the right bank of the river, and terminating in the township of Walton Inferior, in the said parish of Runcorn, at a point on the left bank of the river, about 25 chains east of the southern end of the last-mentioned bridge, measured along the left bank of the river, and wholly within those townships.

Number 21.—A dock or basin with an entrance thereto from Work No. 10, to be constructed partly on lands known as Arpley Meadows, and partly on land adjoining thereto, now forming the bed of the portion