

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 4 chains west of the western end of Flixton Station, measured along that railway, thence crossing over Work No. 11 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 28 chains west of the western 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 31.—Junction Railway.—A railway commencing in the said township of Walton Inferior by a junction with the said branch railway of the London and North Western Railway Company, which connects the said Warrington and Stockport Railway with the said Birkenhead, Lancashire, and Cheshire Junction Railway at a point about 8 chains south of the southern end of the said Walton Girder Bridge, measured along the said branch railway, thence proceeding in a south-westerly direction for a distance of about 49 chains to, and terminating at a point in the said township of Acton-Grange by a junction with the said Deviation Railway No. 2.

This railway will be made, from, through, into, or in the said townships of Acton-Grange and Walton Inferior.

Number 32.—A new road commencing in the said township of Walton Inferior in the public road leading from Chester to Warrington, at or near the "Stag Inn," thence proceeding in a northerly direction, and terminating in the said township of Latchford in the public road running along the left bank of the River Mersey, at a point about 5 chains south-west from the junction of that road with the Wilderspool Causeway measured along that road. This road will be made from, through, into, or in the said townships of Walton Inferior, Warrington, and Latchford, or some of them.

And the Bill will or may authorise the Company to stop up so much of the said road from Chester to Warrington as lies between the said "Stag Inn" and a point about 36 chains north-east of the said "Stag Inn" measured along the said road.

Number 33.—A new road, commencing in Ackers-lane, about 14 chains south (measured along Ackers-lane) from the point where Ackers-lane crosses on the level the said Warrington and Stockport Railway, thence proceeding alongside Work No. 10 to and terminating in Common-lane at a point therein about 18 chains south-east (measured along Common-lane) of the said level crossing.

Number 34.—A new road, commencing at the junction of Ackers-lane with the old course of Common-lane, thence proceeding in a southerly direction, crossing Work No. 10 by means of a swing bridge, to and terminating by a junction with the new road last described, at a point therein about 8 chains east of its said commencement.

And the Bill will or may authorise the Company to stop up so much of Ackers-lane as lies between two points respectively about 6 chains and 16 chains south of the said level crossing, measured along Ackers-lane, and so much of Common-lane

as lies between two points respectively about 9 chains and 21 chains south-east of the said level crossing measured along Common-lane.

Number 35.—A new road, commencing in the Knutsford and Warrington-road at a point about 6 chains south-east (measured along that road) from the point where the said road crosses on the level the said Warrington and Stockport Railway, thence proceeding in a westerly direction to and terminating in the public road leading from Hunt's-lane to Latchford Station, at a point about 5 chains south (measured along that road) from the point where that road crosses on the level the said railway.

And the Bill will, or may, authorise the Company to stop up so much of the said Knutsford and Warrington-road as lies between a point about 3 chains north-west measured along that road from the said level crossing on that road, and another point about 9 chains south-east (measured along that road) from the same level crossing.

The foregoing Works Nos. 33, 34, and 35, will be made wholly in the said township of Latchford.

Number 36.—A new road, commencing in the said township of Grappenhall in the said public road leading from Thelwall to Latchford, at a point distant about 1 chain east (measured along that road) of Morris Brook Farm House, thence proceeding in a westerly direction to and terminating in the said township of Latchford in Cross-lane, at a point about 2 chains (measured along Cross-lane) south of the point where Cross-lane crosses on the level the said Warrington and Stockport Railway.

And the Bill will or may authorise the Company to stop up so much of the said Thelwall and Latchford-road as lies between a point therein about 7 chains east (measured along that road) of the said Morris Brook Farm House and a point on the said Thelwall and Latchford-road, about 3 chains east (measured along that road) of the junction of Cross-lane with that road. This work will be made from, through, into, or in the said townships of Grappenhall and Latchford.

6. To provide for the diversion, extension, or rearrangement, and for the alteration of the position or levels, either by the Company or by the London and North-Western Railway Company, so far as relates to their undertaking, and by the London and North-Western Railway Company, and the Great Western Railway Company, or one of them, so far as relates to the said Birkenhead, Lancashire, and Cheshire Junction Railway, and by the Cheshire Lines Committee, so far as relates to their undertaking, or jointly by the Company and the said several Companies or Committee respectively, of the rails, sidings, or works of the said several Companies or Committee respectively, so as to connect such rails, sidings, or works with the proposed docks and with the works of the Company.

7. To vest the said deviation railways and the said diverted canal and their respective appurtenances, as to Deviation Railways No. 1 and No. 3, in the London and North-Western Railway Company; and as to Deviation Railway No. 2, and the Junction Railway, in that Company and in the Great Western Railway Company, jointly; and as to Deviation Railways No. 4 and No. 5, in the Cheshire Lines Committee; and as to the said diverted canal in the Bridgewater Navigation Company (Limited), and to constitute the same for all purposes (including the levying of tolls, rates, and charges in respect thereof) parts of the respective undertakings of