

hand from time to time to enter into and carry into effect contracts or agreements for or with respect to an Exchange Station at Hill House, and the land required for that purpose and other purposes of the Bill; and also for or with respect to the use, working, management, and maintenance of the railways and works of the contracting Companies and parties, or some part or parts thereof, the supply of engines, carriages, and plant, and the employment of officers and servants for the conveyance and conduct of the traffic on the railways forming the subject of any such contract or agreement, the management and regulation of such traffic, the payments to be made, and the conditions to be performed with respect to such use, working, management, and maintenance, the interchange accommodation, conveyance, transmission, and delivery of traffic coming from or destined for the railways of the contracting Companies and parties, the fixing, collection, division, and appropriation of the tolls, rates, charges, receipts, and revenues arising from that traffic; and the rents, payments, and allowances to be paid or allowed by either of the contracting Companies and parties to the other or others for or on account of any of the matters to which the contract or agreement relates.

The Bill will or may repeal so much of section 63 of the Liverpool, Southport, and Preston Junction Railway Act, 1884, as relates to running powers over a portion of the Southport and Cheshire Lines Extension Railway, and section 64 of the same Act, prescribing the terms on which such powers are to be exercised.

The Bill will vary or extinguish all rights, powers, and privileges which may interfere with its objects, and it will incorporate all or some of the provisions of the Lands Clauses Consolidation Acts, 1845, 1860; and 1869; the Railways Clauses Consolidation Act, 1845; the Railways Clauses Act, 1863; and the Companies Clauses Consolidation Acts, 1845, 1863, and 1869; and amend, enlarge, or repeal some of the provisions of the Southport and Cheshire Lines Extension Railway Act, 1881, and of any other Acts relating to or affecting the Southport and Cheshire Lines Extension Railway Company; the Acts 28 and 29 Vic., cap. 327, and 31 and 32 Vic., cap. 26, and of any other Acts relating to or affecting the Cheshire Lines Committee; the West Lancashire Railway Act, 1871, and any other Acts relating to or affecting the West Lancashire Railway Company and the Liverpool, Southport, and Preston Junction Railway Act, 1884.

And notice is hereby given that on or before the 30th day of the present month of November plans and sections showing the situation, line and levels of the intended railway and bridge, and works, with a book of reference to such an ordnance map, with the line of railway delineated thereon, and a copy of this notice as published in the London Gazette will be deposited for public inspection with the Clerk of the Peace for the county of Lancaster, at his office at Preston; and on or before the said 30th day of November, a copy of so much of the said plans, sections, and book of reference as relates to each parish in, or through which the intended railway and bridge and works will be made or pass, together with a copy of this notice published, as aforesaid, will be deposited for public inspection with the parish clerk of each such parish; at his residence; and in the case of any extra-parochial place with the parish clerk of some adjoining parish, at his residence.

Printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 21st day of December next.

Dated this 17th day of November, 1886.

Robt. Wm. Perks, 147, Leadenhall-street,
London, Solicitor.

William Bell, 27, Great George-street,
Westminster, Parliamentary Agent.

In Parliament.—Session 1887.

Mersey Docks and Harbour Board.

(Overhead Railways.)

(Extension of time for Completion of Overhead Railways; Revival and Extension of Powers for Compulsory Purchase of Lands; Construction of new Overhead or High Level Railways; Purchase of Lands; Tolls; Extending Powers as to Leasing, &c., of Overhead Railways; Application of Funds and further borrowing Powers; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, by or on behalf of the Mersey Docks and Harbour Board (in this notice called "the Board"), for leave to bring in a Bill for effecting the purposes, or some of the purposes, following, that is to say:—

1. To extend the period limited by the Mersey Docks and Harbour Board (Overhead Railways) Act, 1882 (hereinafter called "the Act of 1882"); for the completion of the railways authorised by that Act, and to revive and extend the period for the exercise of the powers for the compulsory purchase of lands for such railways.

2. To authorise the Board to make and maintain the overhead or high level railways hereinafter mentioned, or one of them, or some part or parts thereof respectively, together with all proper and sufficient viaducts, columns, bridges, rails, sidings, turntables, stations, approaches, roads, buildings, yards, and other works and conveniences connected therewith, that is to say:—

(1A) A railway (No. 1A) wholly in the parish of Liverpool, in the County Palatine of Lancaster, commencing by a junction with the Railway No. 1, authorised by the Act of 1882, at a point about $2\frac{1}{2}$ chains northward from the south-eastern corner of the Princes Dock, and terminating by a junction with the said authorised Railway No. 1, at a point about $1\frac{1}{2}$ chains south-eastward from the north-eastern corner of the Salthouse Dock.

(2A) A railway (No. 2A) commencing in the parish of Liverpool aforesaid, by a junction with the said authorised Railway No. 1, opposite or nearly opposite the western end of Sparling-street, and terminating in the extra-parochial place of Toxteth Park, in the said County Palatine, by a junction with the said authorised Railway No. 1, opposite or nearly opposite the western end of Warwick-street.

3. To authorise lateral deviations from the lines of the intended works to the extent shown on the plans hereinafter mentioned, or as may be provided by the Bill, and also vertical deviations from the levels shown on the sections hereinafter mentioned, and in either case whether beyond the limits of lateral and vertical deviation prescribed by the Railways Clauses Consolidation Act 1845, or otherwise.

4. To authorise and empower the Board to cross and alter, and temporarily to stop up, take up, and divert, so far as may be necessary for the purposes of the intended railways and works, and of the Bill, but under and subject to such conditions and restrictions as may be provided by the Bill, roads, highways, streets, pipes, sewers,