

of every district within the said area of supply in the said county.

And notice is hereby further given, that every local or other public authority, company, or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting this application, may do so by letter, addressed to the Board of Trade, marked on the outside of the cover enclosing it Electric Lighting Act, on or before the 1st day of February, 1890.

Dated this 1st day of November, 1889.

LANGHAM and SON, Eastbourne, Solicitors for the Company;

WYATT, HOSKINS, HOOKER, and WILLIAMS, 28, Parliament-street, London, S.W., Parliamentary Agents.

In Parliament.—Session 1890.

Wirral Railway.

(Extension of Time for Compulsory Purchase of Lands and Completion of Railways; Extension of Time of Agreements referred to in Wirral Railway Certificate, 1883; Construction of Junction Railway at Bidston; Compulsory Purchase of Lands; Confirmation of Agreement between the River Dee Company, the Trustees of the late Baron Wenlock, the Credit Company, Limited, the Liquidators thereof, and the Manchester, Sheffield, and Lincolnshire, and Wrexham, Mold, and Connah's Quay Railway Companies; Amendment of Acts, and other purposes, &c.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session thereof, for leave to bring in a Bill for the following purposes, or some of them, that is to say:—

To extend the time limited by the Wirral Railway Act, 1888 (hereinafter called "the Act of 1888"), for the compulsory purchase and taking of lands, houses, and other property required for the purposes of Railways Nos. 3 and 4 authorised by the Wirral Railway Certificate, 1883 (other than the portion of Railway No. 3 by the Act of 1888 authorised to be abandoned).

To extend or prolong the respective terms or periods during which the agreements referred to in the Schedule annexed to the Wirral Railway Certificate, 1883, are to continue in force for the compulsory purchase of land for the railway or otherwise.

To revive and extend the time limited by the Wirral Railway Act, 1884 (hereinafter called the Act of 1884), for the compulsory purchase and taking of lands, houses, and other property required for the purposes of so much of the railway authorised by that Act as lies between its point of commencement, as thereby authorised, and the Wallasey Bridge-road, at the Docks Station of the Wirral Railway Company.

To extend the time limited by the Act of 1888, for the compulsory purchase of lands, houses, and other property required for the purposes of the Railways and works authorised by the Wirral Railway Act, 1885 (other than Railway No. 6 by the Act of 1888 authorised to be abandoned).

To extend the time limited by the Act of 1888 for the compulsory purchase of lands, houses, and other property required for the purposes of the Railways and works authorised thereby.

To extend the time limited by the Act of 1888 for the completion of the Railways Nos. 3 and 4 authorised by the Wirral Railway Certificate, 1883 (other than the portion of Railway No. 3 by the Act of 1888 authorised to be abandoned), and also of the railways authorised by the Wirral Railway Acts 1884, 1885, and 1888

(except the Railway No 6, authorised by the Wirral Railway Act, 1885, and by the Wirral Railway Act, 1888, directed to be abandoned).

To enable the Manchester, Sheffield, and Lincolnshire Railway Company, and the Wrexham, Mold, and Connah's Quay Railway Company to exercise and carry into effect the powers of the said several recited Acts within the respective periods to be so extended, in the event of the transfer to those Companies of certain portions of the undertaking of the Wirral Company being carried into effect under the powers and provisions of the Wirral Railway Transfer Act, 1889.

To authorise the Manchester, Sheffield, and Lincolnshire, and the Wrexham, Mold, and Connah's Quay Railway Companies to construct a Railway, with all necessary stations, junctions, sidings, approaches, bridges, roads, works, and conveniences connected therewith, commencing in the parish of Bidston and township of Bidston-cum-Ford, in the county of Chester, by a junction with the railway authorised by the Wirral Railway Act, 1884, at or near a point on the deposited plans referred to in that Act, 2 furlongs or thereabouts measured along the centre line of that railway from the commencement thereof, and terminating in the parish of Bidston and township of Bidston-cum-Ford, by a junction with the railway of the Seacombe, Hoylake, and Deeside Railway, opposite the booking-office of the Bidston Station of that railway. The said intended railway will be wholly situate in the parish of Bidston and township of Bidston-cum-Ford, in the county of Chester.

To levy tolls, rates, and charges for or in respect of the use of the intended railway and works.

To authorise the crossing, stopping up, altering, or diverting, whether temporarily or permanently, of all turnpike or other roads, highways, railways, tramways, canals, drains, sewers, pipes, water-courses, streams and rivers, and telegraphic apparatus, within or adjoining to the aforesaid parish and township, or other places which it may be necessary to cross stop up, alter, or divert in executing the said railway and works.

To deviate from the lines and levels of the intended railway laterally and vertically to such extent as may be prescribed or provided for by the intended Act.

To vary and extinguish all rights and privileges which would interfere with the objects and purposes of the proposed Bill, and to confer, vary, or extinguish other rights and privileges.

To confirm an agreement made the 25th day of July, 1889, between the Company of Proprietors of the undertaking, for recovering and preserving the navigation of the River Dee, commonly called the River Dee Company, of the first part; the Right Honourable Elizabeth, Dowager Baroness Wenlock, of Escrick Villa, Escrick, in the county of York, and the Honourable Caryl Craven Molyneux, of the Red House, Bodicote, near Banbury, in the county of Oxford, late Colonel in Her Majesty's Army, the surviving executrix, and trustees of the will of the Right Honourable Beilby Richard, Baron Wenlock, deceased, as intending mortgagees of the hereditaments the subject-matter of this agreement, of the second part; the Credit Company, Limited, of the third part; Hubert Barrow Doo and Horatio Nelson Williams, the liquidators of the said Credit Company, Limited, of the fourth part; and the Manchester, Sheffield, and Lincolnshire Railway Company, and the Wrexham, Mold, and Connah's Quay Railway Company, of the fifth part.

To alter, repeal, and amend, so far as may be necessary for the purposes of the intended Act, the powers and provisions of the following local