

In Parliament.—Session 1892.

Manchester Ship Canal.

(New Roads in Parishes of Warrington, Eccles, and Flixton; Abandonment of Works; Acquisition of Lands, compulsorily and by agreement; Additional Lands in Parishes of Eastham, Stoke (detached), Ince, Frodsham, Runcorn, Warrington, Great Budworth, Grappenhall, Eccles, and Flixton; Opening of Deviation Railways Nos. 1, 2, and 3, authorised by the Manchester Ship Canal Act, 1885; Alteration of Subsection 6 of Section 71 of that Act, and Subsection 1 of Section 31 of that Act; Extension of Time for completion of Warrington Dock; Exempting Vessels using Entrance Channel to Eastham Docks from Tolls to the Upper Mersey Navigation Commissioners; Classification of Merchandise and Schedule of Maximum Rates and Charges for Railways of the Company; Terminals; Tolls for Tugboats and Barges propelled by Steam on Bridgewater and other Canals, and in respect of Craft towed thereon; Incorporation, Repeal, and Amendment of Acts.)

NOTICE is hereby given, that the Manchester Ship Canal Company (hereinafter referred to as the Company) intend to apply to Parliament in the ensuing session for leave to bring in a Bill for the following, or some of the following, among other purposes (that is to say):—

1. To empower the Company to construct the following works (that is to say):

(a) No. 1.—A new road, commencing in the township of Woolston-and-Martinscroft, in the parish of Warrington, in the county of Lancaster, in and out of the public road leading from Manchester to Warrington, at a point about 15 chains west (measured along that road) from the point where that road is crossed by the township boundary between the said township of Woolston-and-Martinscroft and the township of Rixton-cum-Glazebrook, in the said parish of Warrington, thence proceeding in a southerly direction to and terminating in the township of Lymm, in the parish of Lymm, in the county of Chester, at a point on the south bank of the river Mersey, 22 chains east (measured along that bank) from the point where that bank is crossed by the parish boundary between the said parish of Lymm and the parish of Runcorn (detached No. 3), in the said county of Chester.

This road will be made from, through, into, or in the said townships and parishes of Woolston-and-Martinscroft, Lymm, and Warrington.

(b) No. 2.—A new road commencing in the township of Barton-upon-Irwell, in the parish of Eccles, in the county of Lancaster, in and out of the public road leading from Manchester to Warrington, at the junction of that road with the road known as Fairhills-road, and thence proceeding in an easterly direction to and terminating in the township of Flixton, in the parish of Flixton, in the said county of Lancaster, at a point on the east bank of the river Irwell, about 15 chains north, measured along that bank, from the point where that bank is crossed by the Liverpool and Manchester Railway of the Cheshire Lines Committee. This road will be made from, through, into, or in the said townships and parishes of Barton-upon-Irwell, Eccles, and Flixton. And the Bill will, or may, authorise the Company to stop up the whole of the said Fairhills-road.

(c) No. 3.—A dam across the bed of the river Mersey, in a southerly direction (with a lock and sluices therein), commencing in the township of Warrington, in the parish of Warrington, in the county of Lancaster, at a point on the north bank of that river, about 38 chains east of the northern end of the bridge over that river known as Walton Girder Bridge, measured along the north bank of the river, and terminating in the township of Walton Inferior, in the parish of Runcorn, in the county of Chester, at a point on the south bank of that river, about 41 chains east of the southern end of the last-mentioned bridge, measured along the south bank of the river, and wholly within those townships.

2. To authorise the Company from time to time to construct all such approaches, gates, sluices, culverts, syphons, by-passes, arches, bridges (fixed or opening), sewers, drains, telegraphs, telephones, works, and appliances, as may be necessary, or convenient for, or incidental to, the user or maintenance of the said works.

2. To abandon the construction of Work No. 12, authorised by the Manchester Ship Canal Act, 1885 (hereinafter referred to as "the Act of 1885"), and shown on the plans deposited in the month of November, 1884, with the Clerks of the Peace for the counties of Lancaster and Chester, for the purposes of the Bill for the Act of 1885.

4. To abandon the construction of Work D, authorised by the Manchester Ship Canal (Alteration of Works) Act, 1888, and shown on the plans deposited in the month of May, 1888, with the Clerk of the Peace for the county of Lancaster, for the purposes of the Bill for the Manchester Ship Canal (Alteration of Works) Act, 1888.

5. To authorise the Company for the purposes of and in connection with the construction and maintenance of the several intended works to exercise the powers usually conferred on railway companies for the construction and maintenance of railways, and especially the powers granted by Section 16 of "The Railways Clauses Consolidation Act, 1845," and for the same purposes to deviate laterally and vertically to any extent from the lines and levels of the works, as shown on the plans and sections to be deposited as hereinafter mentioned.

6. The Bill will extinguish all rights of way over, and will or may vest in the Company the site and soil of the portions of roads and footpaths rendered unnecessary by reason of any diversions thereof, or which are shown on the plans hereinafter mentioned as intended to be stopped up, or which are included within the limits of the land shown on the plans hereinafter mentioned as intended to be taken compulsorily, and which shall be so taken, or which they are in any way authorised to stop up, and will or may provide that every new and substituted road or footpath shall be maintained and repaired by the same body or persons as are now liable to repair and maintain the roads or footpaths for which they are substituted, and will, or may, authorise the Company to enter into and fulfil contracts and agreements with the road authority, or any person or persons interested therein, with relation to the matters aforesaid, and will, or may, confirm any agreement which may have been, or which during the progress of the Bill may be so entered into, and will, or may, authorise any such