

servants, and persons going to or from the land of the Company, on the north side of the said road, with or without horses, wagons and other vehicles, in lieu of acquiring the said lands.

4. To transfer to and vest in or to provide for the transfer to and the vesting in the Company, freed or discharged or otherwise from all or certain debts, obligations, and liabilities, and for such consideration, and upon such terms and conditions as may have been or may be agreed on between the Company and the Hunslet Railway Company, or as may be prescribed by the intended Act, of all lands and hereditaments, real and personal property, rights, powers, and privileges vested in or conferred on the Hunslet Railway Company by the Hunslet Railway Act, 1893, and all other the Undertaking of that Company, and the benefit of all contracts entered into by or with them, or on their behalf, and also all their duties, obligations, debts, engagements, and liabilities, so as to enable the Company, instead of the Hunslet Railway Company, to construct, maintain, and use the railways and works by the said Act authorised; to acquire the lands for and in relation to those purposes; to levy, demand, and recover the tolls, rates, and charges authorised with respect to the said Undertaking; and generally to act in the execution of the said Act as fully and effectually in all respects as if the name of the Company, instead of the name of the Hunslet Railway Company, had been used throughout the same; and to provide for the appropriation of any consideration paid or given for such transfer and vesting; and to wind up the affairs of, and to dissolve the Hunslet Railway Company, and to vary or extinguish the rights and interests of the shareholders thereof; and to provide for the release and payment out of Court of the moneys deposited and now being therein in respect of the railways by the said Act authorised; and the Bill will or may confirm, with or without alteration, any agreements made or which may be made during the progress of the Bill between the said two companies touching the matters aforesaid, or any of them.

5. To enable the Company, from and after such transfer and vesting of the said Hunslet Railway to the Company, to deviate wholly, in the West Riding of the county of York, in the township of Beeston, in the parish and county borough of Leeds, the township of Hunslet, in the said parish and county borough of Leeds, and the township and parish of Rothwell, a portion of the Railway No. 3, authorised by the Hunslet Railway Act, 1893, such deviation commencing in the said township of Beeston, in a field belonging or reputed to belong to the Middleton Estate and Colliery Company, Limited, and in the occupation of Robert Kirkbright, numbered 49, in the county borough and parish of Leeds, on the plans deposited in the month of November, 1892, with the Clerk of the Peace for the said West Riding, in respect of the said Railway No. 3, at a point marked thereon as 1 mile, 1 furlong, 1 chain, and terminating in the said township of Hunslet, in the said parish of Leeds, in a market garden—belonging, or reputed to belong—to Marshall Nicholson, and in the occupation of Walter and Thomas Wade, numbered 107 in the said parish of Leeds, on the aforesaid plans, at a point marked thereon as 2 miles, 1 furlong, 0.75 chains.

6. To authorise the Company—after such transfer of, and vesting in them, of the Hunslet Railway—to abandon the construction of so much of the said Hunslet Railway (No. 3) as lies between the commencement and termination of the said deviation thereof.

7. To empower the Company to purchase lands compulsorily or by agreement, for the purposes of the said railways, footpath and other works, and for any of the other purposes of the Bill; and the Bill will extinguish all rights of way over and will empower the Company to stop up and appropriate the sites of so much of any streets, roads and footpaths as will become unnecessary by reason of the foregoing diversion, or as are shown on the deposited plans as intended to be stopped up, or as are included within the limits of the lands shown on the deposited plans as intended to be taken compulsorily under the powers of the Bill, and which shall be so taken; and whensoever the Company shall have acquired, under the powers of the Bill, any lands or houses on both sides of any street, highway, or footpath, shown on the said deposited plans and described in the deposited books of reference, the Bill will empower the Company to stop up and appropriate the site and soil of so much of such street, highway, and footpath as is co-terminous with the lands or houses so acquired, and all rights of way, in or over the same shall be thenceforth extinguished.

8. To vest in the Company the usual powers granted to railway companies for the construction and maintenance of railways, and especially the powers granted by the 16th section of the Railways Clauses Consolidation Act, 1845; and to authorise the Company, in connection with and for the purposes of all or any of the said railways, footpath, and other works, to make such alterations in the level of the roads, streets or ways communicating with the roads, streets or ways intended to be made, diverted or altered under the powers of the Bill as may be necessary in executing the said intended railways, footpath and other works; and the Bill will also enable the Company to alter the width, level and line of any road or street, and to deviate from the lines of the railways, footpath, and other works hereinbefore mentioned to any extent within the limits of deviation to be shown on the plans deposited as hereinafter mentioned or defined by the Bill, and to deviate from the levels shown upon the sections deposited as hereinafter mentioned to any extent which may be defined by the Bill.

9. To authorise the Company to levy tolls, rates, and charges for, and in respect of, the said intended railways and other works, to alter existing tolls, rates, and charges, and to exercise other rights and privileges.

10. To enable the Company to purchase so much of any house or other building or manufactory as they may require for the purposes of the Bill, without being subjected to the liability imposed by the 92nd section of the Lands Clauses Consolidation Act, 1845.

11. To authorise and provide for the underpinning, or otherwise securing or strengthening, of any houses or buildings which may be rendered insecure or affected by any of the intended railways, footpath, and other works, and which houses and buildings may not be required to be taken for the purposes thereof.

12. The Bill will or may provide that every diverted or 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 it will or may also provide that as respects the said intended railways the Company shall not be liable under the 46th section of the Railways Clauses Consolidation Act, 1845, to maintain the surface of any turnpike, highway, or public carriage road, which shall be carried over the said intended railways, or any of them, by a bridge or bridges, or the immediate