

pass an Act to enable the Hoylake Railway Company (hereinafter called "the Company") to make and maintain the railways hereinafter mentioned, or one of them, or some part or parts thereof; together with all necessary and convenient and incidental works, stations, bridges, roads, or communications connected therewith, viz. :

Railway No. 1.

A railway commencing in the parish of Neston, in the county of Chester, by a junction with the authorized line of the Hoylake Railway Company, as authorized by and intended to be constructed under the powers of the Hoylake Railway (Extension) Act, 1866 (and which line is therein referred to as Railway No. 2) at or near the authorized terminus of the said line (Railway No. 2) in a field numbered 29, in the parish of Neston, on the plans deposited with the Clerk of the Peace for the county of Chester in the month of November, 1865, in respect of that railway, and in respect of the said Act, and terminating by a junction with the authorized line of the Chester and West Cheshire Junction Railway as authorized by the Chester and West Cheshire Junction Railway Act, 1865 (and which line is therein referred to as Railway No. 3), at or near a point in the north portion of a garden in the parish of Saint Oswald and ecclesiastical district of Christ Church, in the county of the city of Chester, numbered 41 in that parish on the plans deposited with the Clerk of the Peace for the county of Chester, in respect of the said Chester and West Cheshire Junction Railway, and in respect of the said Chester and West Cheshire Junction Railway Act, 1865, and which point is distant 64 yards or thereabouts eastward of a certain lane there called Windmill-lane, and which said intended railway now in description as Railway No. 1 will be made or will pass from, in, through, or into the several townships, extra-parochial and other places following; or some of them (that is to say), Neston, Leighton, Parkgate, Hinderton, Great Neston, Little Neston, Ness, Burton, Puddington, Shotwick, Woodbank, Sealand, Open or Salt Marsh, Great Saughall, Little Saughall, Shotwick Park, the Holy and Undivided Trinity, Blacon, Blacon cum Crabwall and Saint Oswald, in the county of Chester; Northop, Hawarden, Sealand, Open or Salt Marsh and Saltney, in the county of Flint; and Saint Oswald and the ecclesiastical district of Christ Church in the county of the city of Chester.

Railway No. 2.

A railway situate in the parish of Saint Oswald and the ecclesiastical district of Christ Church, in the said county of the City of Chester, commencing by a junction with the before-mentioned Railway No. 1, in a field belonging to Arthur Potts, Esquire, and in the occupation of Mr. John Dinwoodie, on the eastern side of the Chester and Birkenhead Turnpike-road, at or near a point in the said field about five yards east of the fence dividing the said field from the said turnpike-road, and about sixty yards southward of the point where the public footpath leading from Brook-lane to the said turnpike-road joins the said turnpike-road, and terminating by a junction with the said authorized line of the Chester and West Cheshire Junction Railway as authorized by the Chester and West Cheshire Junction Railway Act, 1865 (and which line is therein referred to as Railway No. 3), at or near a point in the west portion of a field numbered 28 in the said parish of Saint Oswald on the plans deposited with the Clerk of the Peace for the county of Chester, in respect of the said Chester and West Cheshire

Junction Railway, and in respect of the said Chester and West Cheshire Junction Railway Act, 1865, and which point is distant 20 yards or thereabouts southward from Brook-lane aforesaid, and 20 yards or thereabouts eastward from the eastern end of a certain hut or shed in the western part of the said field:

And it is proposed by the said intended Act, to confer on the Company all necessary powers to effect the objects following, or some of them (that is to say):

To stop up, alter, or divert, whether temporarily or permanently, all such turnpike and other roads, highways, railways, tramways, aqueducts, canals, streams, and rivers within the aforesaid parishes, townships, extra-parochial and other places, or any of them, as it may be necessary to stop up, alter, or divert, by reason of the construction of the said intended railways and works or any of them.

To purchase by compulsion or otherwise any lands and houses for the purposes of the said intended railways and works, and to alter, vary, or extinguish all existing rights and privileges connected with such lands and houses which would in any manner impede or interfere with the construction, maintenance, and use of the said intended railways and works, or any of them.

To levy tolls, rates, and duties for or in respect of the use of the said intended railways and works; to confer exemptions from the payment of such tolls, rates, and duties, and to confer, vary, or extinguish other rights and privileges.

To enable the Company to apply any capital or funds, now or hereafter belonging to them, or under their control, to the purposes of the said Act, or any of them, and to enable the Company to raise further sums for such and other purposes, and also for the general purposes of their undertaking, by the creation of new shares or stock in their undertaking, either with or without preference or priority in payment of interest or dividend, and by borrowing on mortgage or bonds, or by any of those means, and to attach thereto, or to any portion of the present authorized capital of the Company preferences or priority in the payment of interest or dividend, either with or without powers of voting; and to cancel any part of the shares in the capital of the Company, and to grant others in lieu thereof, upon such terms and conditions as shall be prescribed in the said intended Act, and also to authorize the Company to issue in preferred half-shares and deferred half-shares the whole or any part of the capital authorized by the respective Acts of the Company to be raised, or which the Company may be authorized to raise by the intended Act, and generally to make such provision with respect to the capital of the Company, and the affairs thereof generally as they may deem expedient.

To take powers for effectually securing the due interchange, accommodation, protection, and direct and speedy transmission of traffic passing to, from, or over, all or any part of the intended railways of the Company, or to, from, or over the railways of the Great Northern, the Midland, and the Manchester Sheffield and Lincolnshire Railway Companies (hereinafter called "the Three Companies,") and for ensuring all requisite or desirable facilities for those purposes, and so far as may be necessary for the objects and purposes of the said intended Act, to alter the tolls and charges which the said Companies are now authorized to take, to confer, vary, or extinguish exemptions from the payment thereof, and to confer, vary, or extinguish other rights and privileges.

To enable the Company and the three Com-