

Together with all other stations and all roads, platforms, points, signals, water, water engines, engine sheds, standing room for engines, booking and other offices, warehouses, sidings, junctions, machinery, works, and conveniences of or connected with the said portions of railway and stations.

To confirm any agreement or agreements made or to be made between the Company on the one hand and the Lancashire and Yorkshire and London and North Western Railway Companies or either of those Companies on the other hand, relative to any of the matters aforesaid

To transfer and vest, or provide for the transfer and vesting to and in the Company, of the undertaking, works, lands, property (real and personal), powers, rights, privileges, and authorities of the Trent, Ancholme, and Grimsby Railway Company (hereinafter referred to as the Trent Company), upon such terms and conditions (pecuniary and otherwise), for such considerations and at such periods as may be agreed upon or defined by the Bill, and to authorise the Company and the Trent Company to enter into and carry into effect agreements and arrangements with respect to the matters aforesaid, and to sanction and confirm any such agreement or arrangement which may be entered into prior to the passing of the intended Act, and to provide for the dissolution of the Trent Company, and the winding up of their affairs, and to authorise the Company to carry on the undertaking of the Trent Company, and to exercise all their powers, rights, authorities and privileges.

To alter and vary the tolls, rates, and charges which the Company are by any of their Acts authorised to levy and charge, by increasing or reducing the same, and to alter and vary the manner in which the same are now levied and charged, and to enable the Company, if they think fit to divide any or any part or parts of the railways or canals for the time being owned or worked by the Company, either separately or jointly with any other Company or person into districts, and from time to time to alter, vary, or abolish any such districts, and to demand and recover in respect of the conveyance by the Company, or by any other Company or person, of all coals or minerals between any point in any such district on the one hand and the same extremity thereof on the other, whether such extremity be the ultimate point of destination of any such coals or minerals or not, an equal group, toll, rate, or charge per ton, irrespective of the greater or less portion of such district over which any such coals or minerals shall respectively be conveyed, but so, nevertheless, as in no case to exceed the maximum statutory tolls, rates, or charges which the Company may for the time being lawfully demand and recover.

To extend the time limited by the Manchester, Sheffield, and Lincolnshire Railway Act, 1877, for the construction of the works described in Sub-Sections 1 and 2 of Section 4 of that Act, and authorised thereby.

To extend the time limited, as extended by the Wigan Junction Railways Act, 1878, for the completion of Railways Nos. 4 and 5 authorised by the Wigan Junction Railways Act, 1874, and Railways A and C authorised by the Wigan Junction Railways Act, 1875.

To empower the Company for all or any of the purposes of the intended Act, and for other the general purposes of the Company, to increase their capital, and to raise further sums of money by the creation and issue of new shares and stock, with or without a guaranteed or preference dividend or other rights and privileges attached thereto, and by the creation and issue of debenture

stock, and by borrowing, or by any of such means, and also to apply to all or any of such purposes any capital or funds belonging to the Company.

To authorise the Cheshire Lines Committee (hereinafter called "the Committee") for the purposes of their undertaking to purchase by compulsion or agreement, or to confirm the purchase and acquisition by or on behalf of the Committee, or any contract or agreement entered into by the Committee for the purchase or acquisition of the following properties:—

Certain lands, houses, and buildings situate in the township of Stretford, in the parish of Manchester, in the county of Lancaster, adjoining and on the northerly and southerly sides of the Liverpool and Manchester Branch of the railway of the Committee, near a point on that railway where it crosses the Bridgewater Canal at a place on that canal known as "The Water Meetings."

Certain other lands, houses, and buildings in the township of Urmston, in the parish of Flixton, in the said county of Lancaster, abutting on the northerly and southerly sides of the said Liverpool and Manchester branch railway and adjoining the Urmston station on that railway.

Certain other lands in the township of Flixton, in the parish of Flixton aforesaid, abutting on the northerly and southerly sides of the said Liverpool and Manchester Branch Railway, and adjoining the easterly end of the Flixton station on that railway.

Certain other lands, houses and buildings, situate in the several hamlets of Lower Irlam and Cadishead, both in the parish of Eccles, in the said county of Lancaster, and abutting on the northerly and southerly sides of the said Liverpool and Manchester Branch Railway, and adjoining the westerly end of the Irlam Station on that railway.

Certain other lands, houses and buildings, situate in the township and parish of Warrington, in the county of Lancaster, bounded on the northerly side by Marsh House-lane, on the westerly side by Battersby-lane, and on the southerly and easterly sides by lands of the Committee.

Certain other lands, houses, and buildings situate in the township and parish of Warrington, abutting upon the southerly side of the said Liverpool and Manchester Branch Railway, and lying between the White Cross siding on that railway on the east, and the Sankey Brook on the west.

Certain other lands, houses, and buildings situate in the township of Witton-cum-Twambrooks, in the parish of Great Budworth, in the county of Chester, situate on the southerly side of the Cheshire Midland Branch of the Railway of the Committee adjoining the easterly end of the Northwich station on that branch railway.

To enable the Committee to widen and improve so much of the Stockport and Timperley branch of their railway situate in the township of Heaton Norris, in the parish of Manchester, as lies between a point on that railway $9\frac{1}{2}$ chains or thereabouts to the east of the bridge which carries that railway over George's-road, in the same township and parish, and a point $15\frac{1}{2}$ chains or thereabouts to the west of the same bridge, and which intended widening will be wholly in the said township of Heaton Norris in the parish of Manchester in the county of Lancaster.

To enable the Committee to widen and improve the existing bridge carrying the Stockport and Timperley branch of the Railway of the Com-