

near the railway, and to enlarge the area (in relation to the intended railways and works) to which such rights and obligations shall apply.

To empower the Company on such terms and conditions and on payment of such tolls, rates and charges or for such other consideration as may be agreed on or may be settled by arbitration or be provided by the Bill to run over and use with their engines, carriages and wagons and clerks, officers and servants whether in charge of or accompanying any engines or trains or for other purposes and for the purposes of their traffic of every description

The branch railway of the Corporation described in and authorized by the Manchester Corporation (General Powers) Act, 1902,

together with all stations, roads, platforms, points, signals, water, watering-places, engines, engine-sheds, standing room for engines, carriages and wagons, booking and other offices, warehouses, sidings, loading and unloading places, turntables, junctions, machinery works and conveniences on or connected with the said branch railway.

To make such provisions and impose such obligations (if any) as may be deemed necessary or expedient (whether by express enactment or by reference to the Railway and Canal Traffic Act, 1854, and the Railway and Canal Traffic Acts, 1873 to 1913), with respect to the transmission and delivery of the Company's traffic by the Lancashire and Yorkshire Railway Company.

To empower the Company on the one hand and the Corporation and the Lancashire and Yorkshire Railway Company or either of them on the other hand to enter into and carry into effect agreements with respect to the construction of the said intended railways and works or any part or parts thereof, and the management, maintenance, working and use thereof, and of the said branch railway of the Corporation, the supply of locomotives, rolling stock, plant and machinery, and the employment of officers and servants for the conduct of the traffic on the said railways or branch railway, or the employment of officers and servants for the purposes of any such agreement, and with respect to the costs, charges and expenses of such construction, management, maintenance, working and use, and with reference to the regulation, management and transmission of traffic passing or intended to pass over the said intended railways or any part thereof or the said branch railway, and the collection, payment, division, apportionment, appropriation and distribution of tolls, rates and charges arising from any such traffic.

To empower the Company and the Corporation to enter into and carry into effect agreements in relation to or in connection with the running over and use by the Company of the said branch railway of the Corporation or with reference to any of the matters hereinbefore referred to.

To empower the Company and the Great Central Railway Company to enter into and carry into effect agreements with reference to the construction and maintenance of any of the intended works so far as such works may affect the Manchester and Ashton Canal of that Company.

To confirm any such agreement as aforesaid which may already have been or which at any time hereafter may be entered into in relation to any of the matters aforesaid.

To provide (if thought fit) that the railways proposed to be authorized by the Bill shall be private railways, and that such railways and any other works authorized by the Bill and any property acquired by the Company under the powers sought by the Bill shall form part of the undertaking of the Company.

To confer upon the Company all such further or other powers, and to make all such further or other provisions as may be necessary or expedient for more effectually securing the objects of the intended Act.

The Bill will vary and extinguish all existing rights and privileges which would interfere with any of its objects and confer other rights and privileges, and will or may incorporate with itself all or such of the provisions as may be deemed expedient (either with or without amendment or modification) of the Lands Clauses Acts, the Railways Clauses Consolidation Act, 1845, and the Railways Clauses Act, 1863, and will, so far as is deemed necessary or expedient, repeal, alter or amend the provisions of the following local Acts, that is to say, the Manchester Corporation (General Powers) Act, 1902, and any other Act relating directly or indirectly to the Corporation; the Act 6 and 7, Will. IV, cap. cxi, and any other Act relating directly or indirectly to the Lancashire and Yorkshire Railway Company; the Acts 11 and 12 Vic., cap. lxxxvi, and 12 and 13 Vic., cap. lxxxi, and any other Act relating directly or indirectly to the Great Central Railway Company or the Ashton or Manchester and Ashton Canal, and any other Act which would in any way interfere with any of the objects of the intended Act.

Duplicate plans and sections describing the lines, situation and levels of the works hereinbefore described, and showing the lands and other property in or through which they will be made, or which may be taken or used compulsorily or over which compulsory easements may be sought for the purposes or otherwise under the powers of the Bill, together with an Ordnance map with the line of the proposed railways delineated thereon, so as to show their general course and direction, and a book of reference to such plans containing the names of the owners or reputed owners, lessees or reputed lessees, and of the occupiers of such lands and property, and a copy of this Notice as published in the London Gazette, were deposited for public inspection, on the thirteenth day of April instant, with the Clerk of the Peace for the county of Lancaster, at his office at Preston, and on the same date a copy of the said plans, sections and book of reference, and a copy of this Notice were deposited with the Town Clerk of the City of Manchester at his office at the Town Hall, Manchester.

Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons if and so soon as leave shall be given to introduce the Bill.

Dated this thirteenth day of April, 1916.

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