CHAPTER cxlix.

An Act for conferring further powers upon the London and North Western Railway Company in relation to their own undertaking and other undertakings in which they are interested jointly with other companies and also for conferring powers upon the Great Western Railway Company and the Shropshire Union Railways and Canal Company and for other purposes. A.D. 1896.

[20th July 1896.]

WHEREAS it is expedient that the London and North Western Railway Company (in this Act called "the Company") should be empowered to make the new railway and the widening of the portion of their existing railway and to make the new and alter and stop up the existing roads and footpaths and to execute the other works and exercise the other powers in this Act respectively mentioned and to acquire for the purposes of the works by this Act authorised and for the general purposes of their undertaking the lands in this Act also mentioned:

And whereas it is expedient that the Company and the Great Western Railway Company (in this Act called "the Great Western Company") should be empowered to execute the works and acquire the lands in this Act mentioned in that behalf:

And whereas it is expedient that the Shropshire Union Railways and Canal Company (in this Act called "the Shropshire Union Company") should be empowered to acquire the lands in this Act mentioned in that behalf:

And whereas plans and sections showing the respective lines and levels of the railway widenings and other works by this Act authorised to be constructed and plans of the lands by this Act authorised to be acquired and appropriated and also books of reference containing the names of the owners and lessees or reputed owners and lessees and of the occupiers of the lands required or

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which may be taken for the purposes or under the powers of this Act were duly deposited with the clerks of the peace for the several counties and riding within which those works will be constructed and those lands are situate which plans sections and books of reference are in this Act respectively referred to as the deposited plans sections and books of reference:

And whereas it is expedient that the powers for the compulsory purchase of lands for the portion herein-after mentioned of the Railway No. 1 authorised by the London and North Western Railway (Heaton Lodge and Wortley Railways) Act 1892 should be revived and extended and that the period by that Act limited for the completion of the portions herein-after mentioned in that behalf of the railways authorised by the said Act should be extended:

And whereas it is expedient that the period limited by the London and North Western Railway Act 1891 for the completion of the portion herein-after mentioned of the railway at Peasley Cross authorised by that Act should be extended:

And whereas it is expedient that further powers should be conferred upon the Company in respect of their own undertaking and upon the Company and the Great Western Company as joint owners of the West Kirby Extension Railway and upon the Company and the Furness Railway Company (in this Act called "the Furness Company") as joint owners of the Whitehaven Cleator and Egremont Railway and upon the North and South Western Junction Railway Company (in this Act called "the North and South Western Company") or upon the Company and the Midland and North London Railway Companies as lessees of the undertaking of the North and South Western Company with respect to the sale lease or other disposal of lands acquired by them which are not or eventually may not be required for the purposes of the said undertakings respectively and that further powers should be conferred upon the Company with respect to certain lands acquired by them at and near Crewe:

And whereas it is expedient to extend the provisions of sections 19 to 21 of the London and North Western Railway (Additional Works) Act 1858 with respect to savings banks as provided by this Act:

And whereas it is expedient that the Company the Great Western Company and the Shropshire Union Company should respectively be empowered to apply their funds to the purposes of this Act in which they are interested:

And whereas it is expedient that some of the powers and provisions of existing Acts relating to the Company should be altered amended

extended and enlarged and that such further powers should be granted to the Company as are herein-after mentioned:

And whereas the purposes of this Act cannot be effected without the authority of Parliament:

May it therefore please Your Majesty that it may be enacted and be it enacted by the Queen's most Excellent Majesty by and with the advice and consent of the Lords Spiritual and Temporal and Commons in this present Parliament assembled and by the authority of the same as follows (that is to say):—

Short title.

1. This Act may be cited for all purposes as the London and North Western Railway Act 1896.

Incorporation of general Acts.

2. The following Acts and parts of Acts are (except where expressly varied by this Act) incorporated with and form part of this Act (that is to say):—

The Lands Clauses Acts:

The Railways Clauses Consolidation Act 1845 and Part I (relating to construction of a railway) and Part II (relating to extension of time) of the Railways Clauses Act 1863.

Interpretation.

3. In this Act the several words and expressions to which meanings are assigned by the Acts wholly or partially incorporated herewith have the same respective meanings unless there be something in the subject or context repugnant to such construction:

The expression "the Two Companies" means and includes the Company and the Great Western Company or whichever of those companies exercises the powers by this Act conferred upon those companies:

The expression "superior courts" or "court of competent jurisdiction" or any other like expression in this Act or any Act wholly or partially incorporated herewith shall for the purposes of this Act be read and have effect as if the debt or demand with respect to which the expression is used were a simple contract debt and not a debt or demand created by statute.

Power to Company to make railway &c.

4. Subject to the provisions of this Act the Company may make and maintain in the lines shown on the deposited plans and according to the levels shown on the deposited sections the new railway and the widenings of the portions of existing railways herein-after described with all proper stations sidings roads approaches works and conveniences connected therewith respectively and may enter upon take and use such of the lands delineated on the deposited plans and described in the deposited books of reference as may be required for the purposes thereof or in connexion therewith:

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The new railway and widenings of railways herein-before referred to and authorised by this Act are—

(Railway at Pennington.)

A railway at Pennington seven furlongs three chains and forty-five links in length to be situate wholly in the township and parish of Leigh in the county of Lancaster commencing by a junction with the Company's West Leigh Branch Railway No. 1 and terminating by a junction with the Company's Bedford Leigh Branch Railway:

(Moore to Warrington widening.)

The widening three miles three furlongs three chains and ten links in length of the Company's Grand Junction Railway between a point five hundred and fifty yards or thereabouts south-west of Moore Station and a point fifty-five yards or thereabouts north of the bridge which carries Liverpool Road Warrington over that railway:

Provided always that in making and maintaining the said widening the Company shall not except with the consent of the Great Western Company and on terms first agreed in writing with that Company in any way alter injuriously interfere with or affect the existing junctions at New Walton and Acton Grange respectively of the Birkenhead Railway with the Company's Grand Junction Railway or either of them or the signals or appliances connected therewith or do any act matter or thing which will or may obstruct delay or interfere with the user by the Great Western Company of the said junctions respectively or of the Grand Junction Railway.

Rates &c. for railway &c.

5. The new railway shall for all purposes whatever be part of the Company's undertaking and the widening of the Company's Grand Junction Railway by this Act authorised shall for all purposes whatever be part of that railway and for the use thereof and for the conveyance thereover of passengers and parcels by passenger train the Company may demand and take the tolls rates and charges authorised by the London and North Western Railway (Consolidation) Act 1846 and in respect of the merchandise (including perishable merchandise by passenger train) conveyed thereover specified in the London and North Western Railway Company (Rates and Charges) Order Confirmation Act 1891 the Company may demand and take the rates and charges by that Act authorised in respect of the railways not therein specially mentioned.

Height and span of bridge.

6. The Company may make the arch of the bridge for carrying the widening of the Grand Junction Railway by this Act authorised over the road numbered on the deposited plans 25 in the parish of Warrington of any height not less than ten feet six inches and of any span not less than thirteen feet six inches.

Power to divert roads as shown on deposited plans.

7. The Company may divert alter and stop up in the manner shown upon the deposited plans and sections any roads delineated on the said plans and described in the deposited books of reference and when and as in each case the new portion of any road is made to the satisfaction of two justices and is open for public use may stop up and cause to be discontinued as a road so much of the existing road as will be rendered unnecessary by the new portion of road and when and so soon as each of the said roads is so stopped up all rights of way over the same shall cease and the Company may subject to the provisions of the Railways Clauses Consolidation Act 1845 with respect to mines lying under or near to the railway appropriate and use for the purposes of their undertaking the site of the road stopped up as far as the same is bounded on both sides by lands of the Company.

For the protection of the Manchester Ship Canal Company.

8. For the protection of the Manchester Ship Canal Company (in this section called "the canal company") the following provisions shall unless otherwise agreed in writing between the canal company and the Company have effect (that is to say):—

(1) In constructing the widening of the Company's Grand Junction Railway by this Act authorised where the same will be carried over the Manchester Ship Canal numbered 49 on the deposited plans in the parish of Runcorn the Company shall construct a new archway on the northerly side of the said canal in continuation of the existing archway so as to enable the canal company to continue use and maintain at all times hereafter their road and any existing or future railways passing under such existing archway and alongside the Manchester Ship Canal:

(2) In constructing the aforesaid widening of the Grand Junction Railway by this Act authorised at the crossing of the Runcorn and Latchford Canal the existing culvert shall so far as may be necessary for constructing such widening and for diverting or altering the road herein-after referred to be extended by and at the expense of the Company such extended portion or portions to be of the same dimensions as the existing culvert:

(3) The portion of the new road leading from Runcorn to Warrington constructed by the canal company at the foot of the Company's embankment and shown on the plan signed by Francis Stevenson on behalf of the Company and by William Henry Hunter on behalf of the canal company shall at the cost of the Company be diverted and constructed as nearly as possible at the same levels as and of similar character and

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materials to the road as existing when the diversion thereof shall be commenced and of a width of eighteen feet and shall lie between fences thirty-six feet apart so as to leave room to increase at some future time the width of the road to thirty-six feet The canal company shall assure to the Company free of cost their estate and interest in the site of so much of the existing road as will not form part of the site of the diverted road to be constructed by them and the Company shall assure to the canal company free of cost so much of the land between the aforesaid fences as does not form part of the site of the existing road:

The Company shall at their cost connect the diverted road to be constructed by them with the other portions of the canal company's new road and so that the gradient shall not exceed one in thirty and the existing road shall not be stopped up until the diverted road is completed and opened for traffic Any accommodation works rendered necessary by the diversion or alteration of the canal company's new road shall be made by and at the cost of the Company:

(4) The agreements respectively dated the fourth day of September one thousand eight hundred and ninety-five and the third day of December one thousand eight hundred and ninety-five and made between Sir Richard Marcus Brooke and the canal company and the agreement dated the twenty-seventh day of March one thousand eight hundred and ninety-six and made between Sir Gilbert Greenall baronet and the canal company shall respectively apply in all respects to the said road as diverted under the provisions of this section as if the said road as so diverted had been referred to in the said agreements instead of the existing road:

(5) All the works prescribed provided for or referred to in this section and all other works necessary and incident to the widening of the Company's Grand Junction Railway by this Act authorised or executed under the authority or in pursuance of any of the provisions of this Act and connected with or affecting the canal works or property of the canal company (all which works are herein-after called "the said works") shall be constructed in accordance with the provisions of this section and according to such plans sections and specifications as shall be previously submitted to and reasonably approved in writing by the canal company's engineer and the Company shall not commence the construction of the said works until such plans sections and specifications have been so submitted and approved

Provided always that if the engineer shall for a period of three months neglect or refuse to approve such plans sections or specifications or shall disapprove the same then the said works shall be constructed according to plans sections and specifications to be submitted to and approved by an engineer to be agreed upon or in default of agreement to be appointed by the Board of Trade at the request of either the Company or the canal company :

(6) The said works shall be constructed and executed so as not to obstruct impede or interfere with the free and uninterrupted and safe use of the Manchester Ship Canal or with the traffic thereon and if any such obstruction impediment or interference shall be caused or take place the Company shall forfeit and pay to the canal company the sum of two hundred pounds as ascertained damages for every hour or part of an hour during which such obstruction or interference shall continue in addition to and without prejudice to any remedy the canal company may have by injunction or otherwise :

(7) Sub-section 21 of section 122 of the Manchester Ship Canal Act 1885 shall extend and apply to the bridge carrying the Grand Junction Railway as widened under the powers of this Act over the Manchester Ship Canal.

For the protection of the Mersey Rubber Company and Henry Kenyon and Company.

9. In diverting for the purposes of the widening of the Company's Grand Junction Railway by this Act authorised the occupation road No. 17 in the parish of Warrington or in the execution of any other powers by this Act conferred upon the Company they shall not stop up or hinder the access to the lands and works belonging or reputed to belong to the Mersey Rubber Company Limited or to Henry Kenyon and Company.

For the protection of the corporation of Warrington.

10. For the protection of the mayor aldermen and burgesses of the borough of Warrington (in this section called "the corporation") the following provisions unless otherwise agreed on between the corporation and the Company shall have effect (that is to say) :—

(1) Sub-sections 3 4 5 and 6 of section 21 (For the protection of the corporation of Warrington) of the London and North Western Railway Act 1890 shall extend and apply to the works in this Act authorised so far as they affect the works or property of the corporation or any rights powers or authorities vested in the corporation :

(2) In carrying out under the provisions of this Act the construction of the extension of the bridge which carries the Company's Grand Junction Railway over Factory Lane

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the Company shall observe perform and fulfil the following provisions stipulations and conditions (namely) :—

(1) The Company shall construct a raised footpath two feet six inches in width on the north side of Factory Lane under the said bridge and any extension thereof with an iron rail alongside for the safety and convenience of the public ;

(2) The Company shall line with white glazed bricks the vertical walls under the extension of the said bridge ;

(3) The Company shall provide fix and maintain to the reasonable satisfaction of the corporation three lamps to be placed in such positions under or near the existing bridge and the extension as shall be agreed between the corporation and the Company such lamps to be lighted at the cost of the Company at the same time or times as the other lamps in the district are usually lighted.

For the protection of Messrs. Robinson Skinner and Company Limited.

11. Nothing in this Act contained shall prejudice or affect an indenture made the tenth day of November one thousand eight hundred and ninety-one between Anne Robinson William Robinson and Thomas Jones of the first part the said William Robinson and Charles Skinner of the second part Robinson Skinner and Company Limited of the third part and the Company of the fourth part being an assignment to the Company of certain premises at Bank Quay Warrington And notwithstanding any powers and authorities by this Act conferred the Company shall not be entitled to and shall not proceed with any works or operations which may interfere with the free user and enjoyment of the railway siding now used by the said Robinson Skinner and Company Limited unless and until the covenants in the said indenture of the tenth day of November one thousand eight hundred and ninety-one contained on the part of the Company with reference to the said siding shall have been fully complied with.

For the protection of the Flintshire County Council and other highway authorities.

12. The following provisions for the protection of the Flintshire County Council and other highway authorities shall have effect and be binding upon the Company in the construction of the alterations and diversion of the road from Manor Hall to Cop Farm and of the road at Sandycroft Station by this Act authorised :—

(1) In constructing the diversion of the public road leading from Manor Hall to Cop Farm by this Act authorised the road including the bridge for carrying the same over the railway and the approaches thereto shall be of a clear width throughout of thirty feet and the gradient of the approaches on either side shall be not less than one in thirty and notwithstanding

anything in this Act contained the diverted road including the bridge and approaches shall be maintained by and at the expense of the Company:

(2) In constructing the proposed diversion of the road which crosses the Chester and Holyhead Railway on the level at Sandycroft Station by this Act authorised the road including the bridge and approaches shall be of the clear width of thirty feet throughout and the said diverted road including the bridge and approaches shall notwithstanding anything in this Act contained be maintained hereafter by and at the expense of the Company.

For the protection of the Cheshire County Council.

13. The following provisions for the protection of the county council of the county of Chester (in this section called "the county council") shall apply and have effect with respect to the alteration by the Company for the purposes of this Act of the bridge by which the main road from Runcorn to Warrington numbered on the deposited plans 14 in the parish of Runcorn is carried over the Grand Junction Railway at Moore Station and the bridge by which the Crewe and Shrewsbury Railway is carried over the road known as Gresty Road numbered on the deposited plans 8 in the parish of Wybunbury (that is to say):—

(1) If in the execution of the works required for constructing or maintaining the said bridges it shall be necessary or expedient to interfere with the said roads such interference shall be so conducted as not to cause an unnecessary interruption to persons and vehicles passing or repassing along the said roads:

(2) The Company shall during the progress and until the completion of so much of the works by this Act authorised as affect the said roads make and carry into effect such arrangements for lighting and watching the portions of the roads interfered with and also the works themselves as may be necessary to prevent danger or accident to persons and vehicles using the said portions of roads:

(3) The bridge for carrying the said road at Moore Station over the railway when widened and the approach thereto on the west side where altered shall be of not less width between the parapets and fences than thirty feet:

(4) The parapets on each side of the said bridge shall not be less than six feet in height above the level of the crown of the roadway when altered and shall extend throughout the length of the bridge and the fences to the approach upon the west side where altered shall not be less than four feet six inches in height above the level of the footpaths:

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(5) The gradients of the approach upon the west side where altered available for vehicular and foot traffic shall not be steeper than one in thirty :

(6) The said bridge and the said approach thereto where altered shall be formed and metalled for the full width thereof except such parts thereof as are for the time being required for the construction of footpaths as herein-after provided :

(7) In the event of the county council constructing footpaths on the main road adjoining the altered bridge the Company shall construct footpaths on the altered bridge and the said approach thereto similar to those constructed by the county council for a distance of not less than one hundred yards on either side of the said bridge or approach :

(8) The roadway and footpaths of the said bridge and approach together with proper provision for the drainage thereof shall be made and completed by the Company to the reasonable satisfaction of the surveyor for the time being of the county council (in this section referred to as "the county surveyor") :

(9) In extending the bridge which carries the Crewe and Shrewsbury Railway over Gresty Road aforesaid the existing bridge shall be reconstructed and the new bridge or bridges for carrying the widened railway over the said road shall be carried thereover by girders affording a clear width between the abutments of not less than thirty-six feet measured on the square and a clear headway throughout the whole width of the roadway of not less than fifteen feet above the level of the road the parapets of the said bridge or bridges shall be six feet high and shall be extended by screens of the same height for ten feet on each side of the bridge or bridges :

(10) The gradients of the descents leading under the said bridge shall not in any place be steeper than those now existing and the roadway on the east side thereof shall be widened and re-formed by the Company for a length of sixty-six yards on the north side of the existing bridge and for a length of one hundred and ten yards on the south side of the said bridge to a width of thirty-six feet including a footpath on the same side and for the like distance and the Company shall also construct proper drains gullies and outlets for the drainage of the road to the reasonable satisfaction of the county surveyor :

(11) The said bridge shall be constructed so far as reasonably practicable so as to prevent the dripping of water on the road or footpath underneath :

(12) The Company shall leave an open space of not less than twelve feet between the extension of the existing bridge and the new bridge to be constructed over Gresty Road aforesaid:

(13) The county council and the Company may agree in writing for any variation or alteration in the works in this section provided for or in the manner or time in which the same shall be executed:

(14) If any difference arise between the county council and the Company touching anything to be done or not to be done under the provisions of this section such difference shall be settled by an engineer to be appointed (unless otherwise agreed upon) upon the application of either of the parties in difference by the President for the time being of the Institution of Civil Engineers and the costs of the reference shall be borne as he shall decide.

Period for completion of new railway.

14. If the new railway by this Act authorised be not completed within five years from the passing of this Act then on the expiration of that period the powers by this Act granted to the Company for making and completing the same or otherwise in relation thereto shall cease except as to so much thereof as shall then be completed.

Penalty imposed unless new railway opened within the time limited.

15. If the Company fail within the period limited by this Act to complete the new railway by this Act authorised the Company shall be liable to a penalty of fifty pounds a day for every day after the expiration of the period so limited until the railway is completed and opened for the public conveyance of passengers or until the sum received in respect of such penalty amounts to five per centum on the estimated cost of the said railway and the said penalty may be applied for by any landowner or other person claiming to be compensated or interested in accordance with the provisions of the next following section of this Act and in the same manner as the penalty provided in section 3 of the Railway and Canal Traffic Act 1854:

Every sum of money recovered by way of such penalty as aforesaid shall be paid under the warrant or order of such court or judge as is specified in that section to an account opened or to be opened in the name of the Paymaster-General for and on behalf of the Supreme Court in the bank and to the credit named in such warrant or order and shall not be paid thereout except as herein-after provided:

But no penalty shall accrue in respect of any time during which it shall appear by a certificate to be obtained from the Board of Trade that the Company was prevented from completing or opening the said railway by unforeseen accident or circumstances beyond

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their control Provided that want of sufficient funds shall not be held to be a circumstance beyond their control.

Application of penalty for non-completion of railway.

16. Every sum of money so recovered by way of penalty as aforesaid shall be applicable and after due notice in the London Gazette shall be applied towards compensating any landowners or other persons whose property has been interfered with or otherwise rendered less valuable by the commencement construction or abandonment of the railway by this Act authorised or any portion thereof or who have been subjected to injury or loss in consequence of the compulsory powers of taking property conferred upon the Company by this Act for the purposes of the said railway and for which injury or loss no compensation or inadequate compensation has been paid and shall be distributed in satisfaction of such compensation as aforesaid in such manner and in such proportions as to the High Court may seem fit:

If no such compensation shall be payable or if a portion of the sum or sums of money so recovered by way of penalty as aforesaid has been found sufficient to satisfy all just claims in respect of such compensation then the said sum or sums of money recovered by way of penalty or such portion thereof as may not be required as aforesaid shall if a receiver has been appointed or the Company is insolvent or if the said railway or any part thereof has been abandoned be paid to such receiver or be applied in the discretion of the court as part of the assets of the Company for the benefit of the creditors thereof and subject to such application shall be repaid to the Company.

Power to Company to make roads footpaths and other works.

17. Subject to the provisions of this Act the Company may in the lines and according to the levels shown on the deposited plans and sections relating thereto make the road diversions and other works herein-after described and may in the lines shown on the deposited plans make the new footpaths and alterations of footpaths herein-after described with all proper works and conveniences connected therewith respectively and may exercise the other powers herein-after mentioned and may enter upon take and use such of the lands delineated on the deposited plans and described in the deposited books of reference as may be required for those purposes and in addition thereto may for the purposes aforesaid and for the purpose of extending their stations sidings warehouses coal-wharves depôts and other accommodation for mineral goods and cattle traffic and for other purposes connected with their undertaking enter upon take and use the other lands herein-after described and delineated on the deposited plans and

described in the deposited books of reference relating thereto (that is to say) :—

They may in the parish of Berkswell in the county of Warwick—

Stop up and discontinue so much of the public footpath which crosses on the level the Company's London and Birmingham and Kenilworth and Berkswell Railways one hundred and eighty yards or thereabouts south-east of the junction of those railways at Berkswell Station as lies between a point one hundred and twenty yards or thereabouts south of the last-mentioned railway and Truggist Lane : (Footpaths at Berkswell.)

Stop up and discontinue so much of the public footpath which crosses on the level the said Kenilworth and Berkswell Railway three hundred and eighty yards or thereabouts south-east of the said junction as lies between points respectively seventy yards or thereabouts on each side of the said railway and may divert the portion of the said footpath between the points aforesaid and to carry it over the said railway by means of a foot-bridge :

And in lieu thereof they may make two new footpaths (namely) :—

(1) A footpath from the northern end of the bridge carrying the existing footpath secondly herein-before mentioned over the London and Birmingham Railway to a point on the south side of Truggist Lane sixty-five yards or thereabouts east of the junction therewith of the existing footpath firstly herein-before mentioned :

(2) A footpath from a point on the north side of Truggist Lane forty-five yards or thereabouts east of the junction therewith of the footpath firstly herein-before mentioned to a point in the same footpath twenty yards or thereabouts north of Truggist Lane :

They may in the township of Basford in the parish of Wybunbury in the county of Chester—

Make additional archways or openings under the public road from Shavington to Weston which crosses over the Company's Grand Junction Railway at Basford Hall on the west side of and adjoining the existing archway by which the said road is carried over the said railway and for that purpose may alter the levels of the said road : (Arching at Basford Hall Crewe.)

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They may in the township of Basford in the parish of Wybunbury and in the township of Crewe in the parish of Barthomley in the county of Chester—

(Footpath at Park Farm Crewe.)

Stop up and discontinue and divert so much of the public footpath which leads from the said road near Basford Hall to Weston Road near to and north-west of Park Farm as extends for a distance of one hundred and forty yards or thereabouts southward from its crossing over the North Staffordshire Railway.

In connection with the construction of the Railway No. 1 authorised by the London and North Western Railway (Heaton Lodge and Wortley Railways) Act 1892 they may execute the works and exercise the powers following (that is to say) :—

They may in the townships of Heckmondwike and Gomersal in the parish of Birstal in the West Riding of the county of York—

(Heckmondwike roads.)

Stop up and discontinue so much of Powell Street Heckmondwike as lies between Horton Street and Sharpe Street and also so much of Francis Street Heckmondwike as extends for a distance of fifty-five yards or thereabouts south-west of Horton Street and in lieu thereof they may make a new road in continuation of Brunswick Street between Sharpe Street and Horton Street and may carry the said new road over the said authorised railway by means of a bridge :

Stop up and discontinue and divert—

(Footpaths at Cleckheaton.)

(A) So much of the public footpath which leads from Spen Lane to Gomersal Lane as extends for a distance of one hundred and twenty yards or thereabouts measured along the said footpath in a south-easterly direction from its junction with Spen Lane at or near Spen Bank :

(B) So much of the public footpath which leads from Spen Lane along the south side of Spen Hall to Cleckheaton as extends for a distance of three hundred and twenty yards or thereabouts measured along the said footpath in a north-westerly direction from Spen Lane :

(C) So much of the public footpath which leads from Cliff Lane along the west side of Round Hill Mill to Cleckheaton as lies between points one hundred and thirty yards and five hundred and thirty yards or thereabouts respectively measured along the said footpath in a south-westerly direction from Cliff Lane and so much of

another public footpath which joins the last-mentioned footpath at a point three hundred and fifty yards or thereabouts south-west of Cliff Lane as extends for a distance of one hundred yards or thereabouts measured along the said footpath in a north-westerly direction from the said junction:

And may carry the diverted footpaths (B) and (C) under the said authorised railway by means of subways:

(D) So much of the public footpath which leads from Cliff Lane to Swinley as extends for a distance of twenty yards or thereabouts in a north-westerly direction from Cliff Lane:

(E) So much of the public footpath which leads from Swinley by way of Wood Nook to Drub Lane as lies between a point one hundred and ninety yards or thereabouts measured along the said footpath in a westerly direction from Wood Nook and a point one hundred and seventy yards or thereabouts measured along the said footpath in a northerly direction from Wood Nook:

They may in the townships of Manor-and-Rake and Saltney in the parish of Hawarden in the county of Flint—

(Road at Saltney.)

Alter and divert so much of the public road leading from Manor Hall to Cop Farm which crosses on the level the Company's Chester and Holyhead Railway about one thousand six hundred yards south-east of Sandycroft Station as lies between points respectively three hundred yards or thereabouts east and one hundred and thirty yards or thereabouts south-west of the said level crossing and may carry the road over the said railway by means of a bridge and may stop up and discontinue all rights of way over so much of the existing road as lies between the boundaries of the Company's property:

They may in the township of Saltney in the parish of Hawarden in the county of Flint—

(Roads at Sandycroft.)

(1) Alter and divert so much of the public road which crosses on the level the said Chester and Holyhead Railway at Sandycroft Station as lies between points respectively one hundred and eighty yards or thereabouts north-east and south-west of the said level crossing and may carry the road over the said railway by means of a bridge and may stop up and discontinue all rights of way over so much of the existing road as lies between the boundaries of the Company's property:

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(2) Make a new road from a point in the said existing road eighty yards or thereabouts south-west of the junction of Phœnix Street therewith to a point in Phœnix Street one hundred yards or thereabouts west of the said junction :

They may in the parishes of Llangwstenin and Eglwys Rhos in the county of Carnarvon—

(Road and lands at Llandudno Junction.)

Alter and divert so much of the Chester and Holyhead Road as lies between points thirty-five yards and six hundred and fifty yards or thereabouts respectively east of the level crossing of that road by the Company's Llandudno Branch Railway And they may enter upon take use and hold certain lands in the said parishes lying between the said road as diverted and the Company's railway and property And may stop up and discontinue all rights of way over the said portion of the existing road.

For the protection of the Bradford Corporation.

18. For the protection of the mayor aldermen and burgesses of the borough of Bradford (in this section called "the corporation") the following enactment shall take effect :—

Sections 18 to 23 of the Railways Clauses Consolidation Act 1845 shall apply to all water pipes mains and works connected with the supply of water of the corporation situate in or under any public footpath in the parish of Birstal which shall be stopped up or diverted by the Company under the powers of this Act Whenever in the above-named sections the word "company" or "society" is used the same shall for all the purposes of this section be held to extend to and include the corporation and any other body or person acting as their delegates under the Water Acts of the Corporation and the word "railway" shall apply to the stopping up or diversions of the said footpaths.

For the protection of trustees of Hawarden Castle estate.

19. For the protection of the trustees of the Hawarden Castle Estate in the parish of Hawarden in the county of Flint or other the owner or reputed owner or owners for the time being of the said estate (in this section called "the owners") the following provisions shall be observed and have effect unless otherwise agreed in writing between the Company and the owners (that is to say) :—

(1) The Company shall convey or release to the owners the eastern slopes of the diverted road at Sandycroft Station where it passes through the lands numbered 9 11 and 11a on the deposited plans in the parish of Hawarden the owners undertaking the maintenance of those slopes so far as is necessary to support the road :

(2) A sufficient access for foot passengers shall be provided from the said road when diverted to the existing road opposite to the entrance to the Sandycroft Institute:

(3) An accommodation road not less than 15 feet wide shall be provided from the public road leading from Manor Farm to Cop Farm numbered 2 on the deposited plans in the parish of Hawarden when diverted into the field east of No. 5 on the deposited plans:

(4) A new gate and fence shall be placed and made across the north-east end of the fields numbered 6 and 7 on the deposited plans:

(5) Watering places for cattle shall be provided in the fields numbered 6 and 7 on the deposited plans and in the eastern portion of the field numbered 1 severed by the diverted road:

(6) The sheep-dipping fold in the field numbered 7 shall be removed and replaced in a convenient place:

(7) The works aforesaid shall be carried out at the expense of the Company to the satisfaction of the owners surveyor:

(8) Any difference which may at any time arise between the owners and the Company with respect to any matter under this section shall be settled by an umpire to be appointed (unless otherwise agreed upon) by the President for the time being of the Institution of Civil Engineers upon the application of either of the parties and the costs of the reference shall be borne as such umpire shall decide:

(9) The foregoing provisions shall be in addition to and not in substitution for any liability and obligation imposed upon the Company by the Lands Clauses Acts the Railways Clauses Consolidation Act 1845 and the Railways Clauses Act 1863 or any of those Acts.

Power to Company to acquire additional lands &c.

20. Subject to the provisions of this Act and in addition to the other lands which the Company are by this Act authorised to acquire the Company may from time to time enter upon take use and appropriate for the purpose of extending the stations sidings warehouses coal wharves depôts and other accommodation of the Company for mineral goods and cattle traffic and for other purposes connected with their undertaking the lands herein-after described or referred to delineated on the deposited plans and described in the deposited books of reference relating thereto and may execute the works and exercise the powers herein-after mentioned and so far as

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such works are shown upon the deposited plans and sections in accordance with those plans and sections (that is to say) :—

In the county of Middlesex—

(Lands at Willesden.)

Certain lands in the parish of Willesden lying on the northern side of and adjoining the Company's London and Birmingham Railway and between the Midland and South Western Junction Railway and Acton Lane :

In the county of Stafford—

(Lands at Tipton.)

Certain lands in the parish of Tipton lying on the north-east side of and adjoining the Company's Stour Valley Railway and between Watery Lane and Workhouse Lane Tipton :

(Lands at Norton Canes.)

Certain lands in the parish of Norton-under-Cannock lying on the east side of and adjoining the Company's Railway to Five Ways and two hundred yards or thereabouts south of the bridge carrying the public roads at Norton Canes over that railway :

In the county of Chester—

(Lands at Crewe—Gresty Road.)

Certain lands in the township of Shavington-with-Gresty in the parish of Wybunbury lying on the south-east side of and adjoining the Company's Crewe and Shrewsbury Railway and between Gresty Green and Gresty Road :

Certain other lands in the same township and parish lying on the south side of and adjoining Gresty Brook and two hundred and twenty yards or thereabouts east of the bridge carrying Gresty Road over the said brook :

And the Company may extend for a distance of forty yards or thereabouts in a southerly direction the bridge carrying the said railway over Gresty Road :

(Lands at Crewe—Basford Hall.)

Certain lands in the township of Basford in the parish of Wybunbury lying on the west side of and adjoining the Company's Grand Junction Railway and between Casey Lane and the road from Shavington to Weston which crosses over the Company's Grand Junction Railway at Basford Hall :

(Lands at Crewe—Valley Brook.)

Certain lands in the township of Monks Coppenhall in the parish of Coppenhall lying on the north side of and adjoining the Valley or Coppenhall Brook east of and near to Queen's Park Crewe :

(Lands at Crewe—Hall o' Shaw Farm.)

Certain other lands in the same township and parish lying on the south-east side of and adjoining the Company's Crewe and Manchester Railway and between Manchester Bridge and Sydney Bridge Crewe near Hall o' Shaw Farm :

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And the Company may stop up and discontinue the public footpaths within the limits of the said lands and make two new footpaths in lieu thereof:

(Lands at Northwich.)

Certain lands in the township of Whatcroft in the parish of Davenham lying on both sides of and adjoining the Company's Sandbach and Northwich Railway and extending for a distance of two hundred and fifty yards or thereabouts south-east of the bridge carrying that railway over Whatcroft Lane and the Trent and Mersey Canal:

Certain other lands in the same township and parish lying on the south-west side of and adjoining the said railway and extending for a distance of one hundred and fifty yards or thereabouts north-west of the said bridge:

In the county of Lancaster—

(Lands at Warrington.)

Certain lands in the township of Little Sankey in the parish of Warrington lying under and on both sides of and adjoining the Company's Grand Junction Railway at or near the bridge carrying the said railway over an occupation road two hundred yards or thereabouts south of the southern end of the platforms at Bank Quay Station Warrington:

(Lands at Liverpool—Sefton Street.)

Certain lands in the township of Toxteth Park lying on the north side of and adjoining Warwick Street and between Sefton Street and Caryl Street Liverpool:

(Lands at Lea Green.)

Certain lands in the township of St. Helen's in the parish of Prescot lying on the south side of and adjoining the Company's Liverpool and Manchester Railway and between points three hundred and thirty yards and six hundred yards or thereabouts respectively west of the bridge over the said railway at Lea Green Station:

(Lands at Tyldesley.)

Certain lands in the township of Tyldesley-with-Shakerley in the parish of Leigh lying on both sides of and adjoining the Company's Eccles Tyldesley and Wigan Railway and extending for a distance of two hundred and seventy yards or thereabouts west of Elliott Street Tyldesley:

(Lands at Leigh and Bedford Station.)

Certain lands in the township and parish of Leigh lying on the east side of and adjoining Princess Street Leigh and between Lord Street South and East Bond Street:

(Lands at Lancaster.)

Certain lands in the township and parish of Lancaster lying on the east side of and adjoining the Company's Lancaster and Carlisle Railway and between Carr House Lane and Meeting House Lane:

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In the West Riding of the county of York—

(Lands at Sheffield.) Certain lands in the township and parish of Sheffield lying on the north side of and adjoining Broad Street and between Wharf Street and Blast Lane Sheffield:

(Lands at Cleckheaton.) Certain lands in the townships of Cleckheaton and Gomersal in the parish of Birstal lying between a point on Bradford Road Cleckheaton twenty yards or thereabouts south of Chapel Street and Spen Hall:

(Lands at Gildersome.) Certain lands in the township of Gildersome in the parish of Batley lying on the south side of and adjoining the Great Northern Railway Company's Gildersome Branch Railway and west of and adjoining Gildersome Foundry:

Certain lands in the townships of Gildersome and Morley in the parish of Batley lying on the south-west side of and adjoining the New Road from Gildersome to Morley and on both sides of and adjoining Dean Beck:

In the county of Flint—

(Lands at Flint.) Certain lands in the township and parish of Flint lying on both sides of and adjoining the Company's Chester and Holyhead Railway at and near and including the Pentre Alkali Works:

Certain other lands in the same township and parish lying on the south-west side of and adjoining the Chester and Holyhead Road at Oakenholt:

(Lands at Holywell.) Certain lands in the townships of Bagillt-Fawr Whelston Holywell and Greenfield in the parish of Holywell lying on the south-west side of and adjoining the Company's Chester and Holyhead Railway and between a point one hundred and fifty yards or thereabouts north-west of the Dee Bank signal box and the bridge which carries the Holywell Railway over the said Chester and Holyhead Railway south-east of and near to Holywell Station:

In the county of Carnarvon—

(Lands at Llandudno Junction.) Certain lands in the parish of Llangwstenin lying on the south side of and adjoining the Company's Chester and Holyhead Railway and between their Llandudno Junction Station and a point five hundred and seventy yards or thereabouts west of the bridge carrying the public road from Llansantffraid-Glan-Conway to Llandudno over the said railway.

Amending section 14 of Act of 1893.

21.—(1) So much of sub-section (8) of section 14 (For the protection of the Duke of Norfolk) of the London and North Western Railway Act 1893 as prohibits the Company from purchasing the freehold of any portion of the land coloured brown on the plan mentioned in that sub-section is hereby repealed so far as it relates

to any portion of the said lands by this Act authorised to be acquired by the Company but the Company shall not under the powers of that Act or this Act without the previous consent in writing of the owner as defined by the said section 14 (in this section referred to as "the owner") enter upon take or use any part of the lands lying to the northward of the line shown in red between the points marked A and B on the plan signed by Michael Joseph Ellison on behalf of the owner and Francis Stevenson on behalf of the Company and dated the twenty-second day of April one thousand eight hundred and ninety-six or any interest therein other than the interest of the tenants of the property coloured green on such plan which interest when so acquired by the Company shall be released by them to the owner free of charge.

(2) If the Company require to purchase any portion of the lands in the township and parish of Sheffield which they are by this Act authorised to enter upon take use and appropriate the Company shall purchase the interests of the owner in the whole of such lands as lie to the southward of the aforesaid line shown in red on the aforesaid plan and the interests of the tenants in the aforesaid property coloured green thereon and the Company shall also purchase and the owner shall sell to the Company the lands coloured blue on the said plan and for the purpose of determining the purchase money or compensation payable to the owner in respect of the said lands coloured blue such lands shall be deemed to be part of the lands which the Company are by this Act authorised to enter upon take and use.

For the protection of the corporation of Sheffield.

22. For the protection of the mayor aldermen and citizens of the city of Sheffield (in this section called "the corporation") the following provisions shall have effect (that is to say):—

(1) So much of the main outfall sewer of the corporation as is situate under the lands in the township and parish of Sheffield which the Company are by this Act authorised to acquire shall be diverted as shown by blue lines on the copy of the deposited plans signed by Charles Froggatt Wike on behalf of the corporation and Francis Stevenson on behalf of the Company:

(2) Such diversion shall be carried out by the corporation at the cost of the Company within eighteen months from the date of the passing of this Act:

(3) If any difference shall arise between the corporation and the Company touching this section or anything arising thereunder such difference shall be settled by an engineer to be agreed upon between the parties or failing agreement to be appointed by the President for the time being of the Institution of Civil

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Engineers on the application of either party and the decision of the engineer so agreed upon or appointed shall be conclusive and the costs of the reference shall be borne as he shall direct.

For the protection of the corporation of Flint.

23. For the protection of the mayor aldermen and burgesses of the borough of Flint (in this section called "the corporation") the following provisions shall have effect unless otherwise agreed between the corporation and the Company (that is to say):—

(1) The Company shall not under the powers of this Act stop up the footpath shown on the deposited plans of the lands in the parish of Flint by this Act authorised to be acquired and intersecting the property numbered on those plans 12 in the said parish until they have in accordance with the provisions contained in this section made up the road and constructed the line of pipes in this section mentioned:

(2) The Company shall to the reasonable satisfaction of the surveyor for the time being of the corporation construct and lay down in and under the road shown on the copies of the said plans signed in duplicate by Charles Hull on behalf of the Company and by Henry Taylor on behalf of the corporation and lying on the west side of and adjoining the said property numbered 12 and between the points marked A and B on the said copies a line of earthenware socketed drain pipes of such size not exceeding nine inches in diameter as will suffice to freely carry off the water from the well and any surface water at the point marked A on the said copies with two manholes in connexion therewith in such situations between the said points marked D and B as shall be reasonably approved by the said surveyor The Company shall also reconstruct the brickwork round the said well so as to protect the same as far as reasonably practicable from pollution:

(3) The Company shall (if the corporation obtains the consent of the adjoining owner or owners of the lands on the west side of the road) to the reasonable satisfaction of the said surveyor make up the said road between the points marked B and C on the said copies of the deposited plans with broken bricks from Pentre Alkali Works and metal the same so as to raise the surface of the road two feet six inches above its present level such making up and metalling to extend throughout the entire width of the road to the slopes of the cops on either side thereof Provided always that upon completion the corporation shall repay to the Company one half of the cost of metalling the said road:

(4) The works described in this section shall be so carried out that access may be left to the said well:

(5) All such works as may be necessary for carrying off the water from the end of the said line of pipes at the said point B shall be executed by the corporation at their own expense and all the said works shall when completed be maintained by and at the expense of the corporation:

(6) The Company shall erect a suitable and proper fence at the foot of the cop along the north-eastern boundary of the said property numbered 12 and if and when the cottage numbered on the deposited plans 6 in the said parish is pulled down the Company shall continue such fence in a straight line across the site thereof and throw into the road adjoining thereto free of cost the land cut off from the adjoining property by the said fence The corporation shall make up as roadway the portion of land so thrown into the road:

(7) If any difference shall arise between the Company and the corporation under this section or as to anything to be done or not to be done thereunder such difference shall be determined by an engineer to be appointed (unless otherwise agreed) on the application of either party by the President for the time being of the Institution of Civil Engineers and the cost of such reference shall be borne and paid as such engineer shall direct.

For the protection of the urban district council of Llandudno.

24. The Company shall for the protection of the urban district council of Llandudno (herein-after referred to as "the council") be bound by and shall observe and perform the following stipulations restrictions and conditions unless otherwise agreed:—

The Company will at their own expense lay down a nine-inch iron pipe along the diverted road similar to the one now lying in the existing road and make all connexions and do all necessary work in connexion therewith and in the event of the council being desirous of a fifteen-inch main being laid down in lieu of a nine-inch main the Company will provided due notice of such requirement is given to them by the council previous to the commencement of the work lay down a main of such increased capacity and make the necessary connexions and will fix the same number of valves hydrants and washouts similar in all respects to those connected with the existing main under the road to be stopped up or such greater number as may be found to be necessary in consequence of the alteration in the line of route and will bear the whole of the cost of laying the main of such increased capacity excepting the

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additional cost of the metal between a nine-inch and a fifteen-inch pipe The Company to submit plan and specification before proceeding with the work to be reasonably approved by the engineer to the council :

When the new main shall have been laid down to the reasonable satisfaction of the council the old main shall vest in and belong to the Company :

The Company will give the council every facility for laying a water main of such dimensions not exceeding fifteen inches in diameter as may by the council be considered necessary under the level crossing at Talycafn provided the same be done according to plans sections and specification to be reasonably approved by the principal engineer to the Company and the work carried out under his superintendence :

If any difference arise between the council and the Company touching anything to be done or not to be done under the provisions of this section such difference shall be settled by an engineer to be appointed (unless otherwise agreed upon) upon the application of either of the parties in difference by the President for the time being of the Institution of Civil Engineers and the costs of the reference shall be borne as he shall decide.

Period for compulsory purchase of lands.

25. The powers of the Company for the compulsory purchase of lands for the purposes of this Act shall cease after the expiration of three years from the passing of this Act.

Power to deviate in construction of road diversions &c.

26. The Company may in constructing the new roads road diversions archways or openings and footpaths by this Act authorised deviate from the lines thereof to the extent of the limits of deviation marked on the deposited plans and may deviate from the levels of any of the said works shown on the deposited sections to any extent not exceeding three feet but not so as to increase the rate of inclination of any new or diverted road as shown on the said sections.

Roads not to be stopped up till substituted roads completed.

27. The Company shall not stop up any road street or footpath or portion of road street or footpath by this Act authorised to be stopped up until they shall have completed and opened to the public the diversion of such road street or footpath or the new road or footpath (if any) as the case may be by this Act authorised to be made in lieu of the road or footpath so to be stopped up and shall have obtained the certificate of two justices that such road or footpath is duly completed in accordance with the provisions of this Act Provided that the Company shall before applying to such justices for such certificate give seven days notice in writing of their intention to apply for the same to the road authority of the district in which such road or footpath is situate :

And the certificate of such justices together with the plan (if any) showing such stopping up and diversion or new road or footpath as aforesaid shall as soon as conveniently may be after the making of the said certificate be lodged with the clerk of the peace of the county or borough in which the said road street or footpath or the diversion thereof is situated and shall at the quarter sessions which shall be holden in and for the said county or borough next after the expiration of four weeks from the day of the said certificate of the said justices having been lodged with the clerk of the peace as aforesaid be read by the said clerk of the peace in open court and the said certificate together with the plan as aforesaid shall be enrolled by the clerk of the peace amongst the records of the said court of quarter sessions.

Provisions as to repair of new roads &c.

28. Any road or footpath or portion of road or footpath to be made diverted or altered under the authority of this Act (except the stone iron or other structure carrying any such road or footpath over the railway which structure shall unless otherwise agreed be repaired and maintained by and at the expense of the Company) shall when made and completed from time to time be repaired and maintained by and at the expense of the same parties in the same manner and to the same extent as other roads streets and footpaths of the same nature within the townships or parishes in which such road or footpath will be situate are from time to time liable to be repaired or maintained:

Provided always that nothing in this section shall relieve the Company from any obligation to repair and maintain any road or footpath or any part thereof made or deviated for the purposes of the railway by this Act authorised which they would be bound to repair and maintain under the provisions of the Railways Clauses Consolidation Act 1845.

Extinguishment of rights of way.

29. All rights of way over or along the several roads streets footpaths courts passages thoroughfares or highways or portions thereof which shall under the provisions of the section of this Act the marginal note of which is "Power to Company to make roads footpaths and other works" be diverted stopped up and discontinued and over any of the lands which shall be purchased or acquired under the compulsory powers of this Act shall be and the same are as from the diversion stopping up purchase or acquisition thereof respectively by this Act extinguished.

Vesting in Company of site and soil of portions of roads &c. stopped up.

30. The site and soil of the several roads streets footpaths courts passages thoroughfares or highways or portions thereof by this Act authorised to be diverted stopped up and discontinued and

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the fee simple and inheritance thereof shall (except where by this Act otherwise provided) if the Company are or if and when under the powers of this Act or of any other Act relating to the Company already passed they become the owners of the lands on both sides thereof be from the time of the stopping up thereof respectively wholly and absolutely vested in the Company for the purposes of their undertaking subject to the provisions of the Railways Clauses Consolidation Act 1845 with respect to mines lying under or near to the railway.

Power to two companies to execute works and acquire lands.

31. Subject to the provisions of this Act the Two Companies or either of them with the consent of the other may in the lines and according to the levels shown on the deposited plans and sections relating thereto execute the works and exercise the powers herein-after mentioned and may for those purposes and for the purpose of extending the station siding warehouse coal wharf depôt mineral goods and other accommodation of the Two Companies and for other purposes connected with their joint undertaking enter upon take and use the lands herein-after described or referred to delineated on the deposited plans and described in the deposited books of reference relating thereto (that is to say) :—

(Brook Lane Chester.)

They may for the purpose of complying with the provisions of section 15 sub-section (G) of the London and North Western and Great Western Railway Companies Act 1893 (For the protection of the corporation of Chester) divert and alter the levels of the public road called Brook Lane numbered on the deposited plans referred to in the said Act 7 in the parish of Chester in the city and county of the city of Chester and 3 in the township of Newton-by-Chester in the parish of St. Oswald in the county of Chester :

And they may enter upon take use and hold—

(Lands at Mollington.)

Certain lands in the township of Moston in the parish of St. Mary-on-the-Hill and in the township of Great Mollington in the parish of Backford all in the county of Chester lying on the south-west side of and adjoining the Birken-head Railway of the Company and the Great Western Company and east of and adjoining the Shropshire Union Canal near Mollington Viaduct.

As to interference with gas mains.

32. The provisions of the Railways Clauses Consolidation Act 1845 contained in sections 18 to 23 shall apply to any gas mains or pipes which may be intercepted disturbed or interfered with by the Two Companies or either of them in executing the diversion of Brook Lane in the parish of Chester by this Act authorised.

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For the protection of Chester United Gas Company.

33. The following provisions for the protection and benefit of the Chester United Gas Company (herein-after referred to as "the gas company") shall apply and have effect:—

(1) Whenever it may be necessary to intercept or interfere with any existing gas mains or pipes belonging to the gas company the Two Companies shall before intercepting or interfering with such existing mains or pipes construct at their own expense according to a plan to be reasonably approved by the gas company other mains or pipes in lieu of and of not less than equal capacity with the gas mains or pipes as proposed to be intercepted or interfered with and such substituted gas mains or pipes shall be connected by and at the expense of the Two Companies with any existing gas mains or pipes which may be intercepted and interfered with and in such manner as shall be reasonably approved by the gas company:

(2) If by reason of the execution of any of the powers of this Act any additional gas mains or pipes or any increased length or alteration of gas mains or pipes connected therewith shall become necessary the same shall be constructed by and at the expense of the Two Companies of such capacity according to such plans and in such manner as shall be reasonably approved by the gas company and at such time and in such manner as shall not interfere with the proper supply and distribution of gas:

(3) If by reason of the operations of the Two Companies any loss of gas should be caused the Two Companies shall make due compensation therefor to the gas company:

(4) If by reason of the execution of any of the powers of this Act the gas company shall necessarily incur any cost in altering any existing gas mains or pipes the Two Companies shall repay to the gas company such cost and the same may be recovered in default of payment in any court of competent jurisdiction:

(5) If any difference shall arise between the Two Companies and the gas company as to the true intent and meaning of this section or as to anything to be done or not to be done thereunder or as to any plans or the mode of executing any works or of any loss or damage as above under this section such difference shall be determined by an engineer to be appointed (unless otherwise agreed) on the application of the Two Companies or the gas company by the President for the time being of the Institution of Civil Engineers whose decision shall be final and binding on both parties and the cost of the reference

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shall be borne as he shall direct and his decision shall be final and may be made a rule of court.

For the protection of the Cheshire Lines Committee.

34. In carrying out and executing the works by this Act and by the London and North Western and Great Western Railway Companies Act 1893 authorised for diverting and altering the public road called Brook Lane in Chester and for widening the Birkenhead Railway (in this section referred to as "the works") the following provisions shall apply and be observed for the protection of the Cheshire Lines Committee (herein-after called "the committee") viz. :—

(1) The works shall be carried out and constructed in such a manner as will in no way prevent the committee from at any time hereafter widening their railway with two additional lines of rails on the northern side thereof and shall be carried out in accordance with plans and sections to be previously approved by the principal engineer for the time being of the committee:

(2) The Two Companies shall provide fix and at all times maintain all drains fences and screens which may be required and be necessary in connexion with the works and the Two Companies shall indemnify the committee from all claims and demands upon or against them by reason of any neglect or default of the Two Companies in the execution and maintenance of the works in this section mentioned and provided for:

(3) With respect to any land of the committee which the Two Companies are by this Act or by the London and North Western and Great Western Railway Companies Act 1893 authorised to use enter upon or interfere with the committee shall sell and the Two Companies shall purchase the land coloured red and blue upon the plan signed by Robert Edward Johnston the engineer of the Two Companies and William George Scott the engineer of the committee containing by admeasurement two thousand one hundred and thirty square yards or thereabouts and the committee shall grant and the Two Companies shall acquire an easement over or right of using the land coloured green upon the said plan containing by admeasurement one thousand four hundred and eighty square yards or thereabouts:

(4) The committee shall construct and for ever after maintain in all things at the cost of the Two Companies a screen in continuation of the existing screen and of the like material between the points A and B shown upon the said plan:

(5) If any difference shall arise between the Two Companies and the committee as to the true intent and meaning of this enactment or as to the plans and sections or the mode of carrying out and giving effect thereto the same shall be determined by arbitration in the manner prescribed by the Railways Clauses Consolidation Act 1845 with respect to the settlement of disputes by arbitration.

Power to Two Companies to deviate in construction of works.

35. The Two Companies may in constructing the road diversion by this Act authorised to be executed by them deviate from the lines thereof to the extent of the limits of deviation marked on the deposited plans and may deviate from the levels thereof shown on the deposited sections to any extent not exceeding three feet but not so as to increase the rate of inclination of the diverted road as shown on the said sections.

Road not to be stopped up till diversion completed.

36. The Two Companies shall not stop up any road by this Act authorised to be stopped up by them until they shall have completed to the satisfaction of two justices and opened to the public the diversion of such road by this Act authorised to be made in lieu of the road so to be stopped up Provided that the Two Companies shall before applying to such justices for their certificate that such road is completed to their satisfaction give seven days notice in writing of their intention to apply for the same to the road authority of the district in which such road is situate:

And the certificate of such justices together with the plan (if any) showing such stopping up and diversion as aforesaid shall as soon as conveniently may be after the making of the said certificate be lodged with the clerk of the peace for the county of Chester and shall at the quarter sessions which shall be holden in and for the said county next after the expiration of four weeks from the day of the said certificate of the said justices having been lodged with the clerk of the peace as aforesaid be read by the said clerk of the peace in open court and the said certificate together with the plan as aforesaid shall be enrolled by the clerk of the peace amongst the records of the said court of quarter sessions.

Extinguishment of rights of way.

37. All rights of way over or along the portion of Brook Lane which shall under the powers by this Act conferred upon the Two Companies be diverted stopped up and discontinued and over any of the lands which shall be purchased or acquired by the said Companies under the compulsory powers of this Act shall be and the same are as from the diversion stopping up purchase or acquisition thereof respectively by this Act extinguished.

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Period for compulsory purchase of lands by Two Companies.

38. The powers of the Two Companies for the compulsory purchase of lands for the purposes of this Act shall cease after the expiration of three years from the passing of this Act.

Power to Company and Great Western Company to make agreements.

39. The Company and the Great Western Company may enter into and carry into effect agreements with respect to the exercise of the powers by this Act conferred upon them and to the purchase holding and user of the lands which by this Act they are authorised to acquire and with respect to the payment and contribution to be made by each of them towards the costs charges and expenses incurred in respect thereof.

Power to Shropshire Union Company to acquire lands.

40. Subject to the provisions of this Act the Shropshire Union Company may enter upon take use and appropriate to the purposes of their undertaking the lands herein-after described or referred to delineated on the deposited plans and described in the deposited books of reference relating thereto (that is to say) :—

(Lands at Longport.)

Certain lands houses and buildings in the township of Longport in the parish of Burslem in the county of Stafford lying on the east side of and adjoining Station Street Longport and north of and adjoining the Trent and Mersey Canal.

Period for compulsory purchase of lands by Shropshire Union Company.

41. The powers of the Shropshire Union Company for the compulsory purchase of lands for the purposes of this Act shall cease after the expiration of three years from the passing of this Act.

Power to owners to grant easements.

42. Persons empowered by the Lands Clauses Acts to sell and convey or release lands may if they think fit subject to the provisions of those Acts and of this Act grant to the Company or to the Two Companies or to the Shropshire Union Company as the case may be any easement right or privilege (not being an easement right or privilege of water in which other than parties to the agreement have an interest) required for any of the purposes of this Act to be executed by them respectively in over or affecting any such lands and the provisions of the said Acts with respect to lands and rentcharges so far as the same are applicable in this behalf shall extend and apply to such grants and to such easements rights and privileges as aforesaid respectively.

Owners may be required to sell parts only of certain lands and buildings.

43. And whereas in the construction of the railway and works by this Act authorised or otherwise in the exercise by the Company of the powers by this Act conferred upon them it may happen that portions only of certain lands buildings or manufactories shown on the deposited plans will be sufficient for the purposes of the same and that such portions may be severed from the remainder of the said properties without material detriment thereto :

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Therefore the owners of and persons interested in any of the properties described in the First Schedule to this Act and whereof parts only are required for the purposes of the Company may if such portions can in the opinion of the jury arbitrators or other authority to whom the question of disputed compensation shall be submitted be severed from the remainder of the said properties without such material detriment as aforesaid be required to sell and convey to the Company the portions only of the properties so required without the Company being obliged or compellable to purchase the whole or any greater portion thereof the Company paying for the portions required by them and making compensation for any damage sustained by the owners thereof and other parties interested therein by severance or otherwise If for twenty-one days after the service of notice to sell and convey any portion or portions of the said property any owner or other person shall fail to notify to the Company that he alleges that such portion or portions cannot be severed from the remainder of the property without causing the material detriment mentioned then the Company may proceed to take such portion or portions only but if within such twenty-one days he shall by notice to the Company allege that such portion or portions cannot be severed from the remainder without causing such material detriment as aforesaid then the tribunal to whom the question of disputed compensation shall be submitted shall determine the matter of the said allegation in addition to the other questions required to be determined by them Provided always that if in the opinion of the said tribunal any such portion or portions cannot be severed from the remainder of such property without such material detriment the Company may withdraw their notices to treat for the portion or portions of the property required by them and thereupon they shall pay to the owner of or other person interested in the property in respect of which they have given notice to treat all costs charges and expenses reasonably and properly incurred by them in consequence of such notice Provided also that if in the opinion of such tribunal any such portion or portions can notwithstanding the allegation of such owner or other person be severed from the remainder without such material detriment then such tribunal may in its absolute discretion determine and order that the costs charges and expenses incurred by such owner or person incident to the arbitration or inquiry shall be borne and paid by such owner or person The provisions of this section shall be in force notwithstanding anything in the Lands Clauses Consolidation Act 1845 contained The provisions of this section shall be stated in every notice given thereunder by the Company to sell and convey any premises.

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Restrictions on displacing persons of labouring class.

44.—(1) The Company or the Two Companies or the Shropshire Union Company shall not under the powers of this Act nor shall the Company under the powers of any former Act revived or extended by this Act purchase or acquire in any city borough or urban district or any parish or part of a parish not being within an urban district ten or more houses which on the fifteenth day of December next before the passing of this Act or of the respective former Act by which such purchase or acquisition was originally authorised as the case may be were or have been since that day or shall hereafter be occupied either wholly or partially by persons belonging to the labouring class as tenants or lodgers unless and until the Company or Companies exercising the said powers—

(A) Shall have obtained the approval of the Local Government Board to a scheme for providing new dwellings for such number of persons as were residing in such houses on the respective fifteenth day of December aforesaid or for such number of persons as the Local Government Board shall after inquiry deem necessary having regard to the number of persons on or after that date residing in such houses and working within one mile therefrom and to the amount of vacant suitable accommodation in the immediate neighbourhood of such houses or to the place of employment of such persons and to all the circumstances of the case; and

(B) Shall have given security to the satisfaction of the Local Government Board for the carrying out of the scheme.

(2) The approval of the Local Government Board to any scheme under this section may be given either absolutely or conditionally and after the Local Government Board have approved of any such scheme they may from time to time approve either absolutely or conditionally of any modifications in the scheme.

(3) Every scheme under this section shall contain provisions prescribing the time within which it shall be carried out and shall require the new dwellings proposed to be provided under the scheme to be completed fit for occupation before the persons residing in the houses in respect of which the scheme is made are displaced:

Provided that the Local Government Board may dispense with the last-mentioned requirement subject to such conditions (if any) as they may see fit.

(4) Any provisions of any scheme under this section or any conditions subject to which the Local Government Board may have approved of any scheme or of any modifications of any scheme or subject to which they may have dispensed with the above-mentioned requirement shall be enforceable by a writ of Mandamus to be obtained by the Local Government Board out of the High Court.

(5) If the Company or the Two Companies or the Shropshire Union Company acquire or appropriate any house or houses for the purposes of this Act in contravention of the foregoing provisions or displace or cause to be displaced the persons residing in any house or houses in contravention of the requirements of the scheme they shall be liable to a penalty of five hundred pounds in respect of every such house which penalty shall be recoverable by the Local Government Board by action in the High Court and shall be carried to and form part of the Consolidated Fund of the United Kingdom:

Provided that the court may if it think fit reduce such penalty.

(6) For the purpose of carrying out any scheme under this section the Company or Companies exercising the said powers may appropriate any lands for the time being belonging to them or which they have power to acquire and may purchase such further lands as they may require and for the purpose of any such purchase sections 176 and 297 of the Public Health Act 1875 shall be incorporated with this Act and shall apply to the purchase of lands by the Company or Companies exercising the said powers for the purpose of any scheme under this section in the same manner in all respects as if the Company or Companies exercising the said powers were a local authority within the meaning of the Public Health Act 1875 and the scheme were one of the purposes of that Act.

(7) The Company or Companies exercising the said powers may on any lands belonging to them or purchased or acquired under this section or any Provisional Order issued in pursuance of this section erect such dwellings for persons of the labouring class as may be necessary for the purpose of any scheme under this section and may sell demise or let or otherwise dispose of such dwellings and any lands purchased or acquired as aforesaid and may apply for the purposes of this section to which capital is properly applicable or any of such purposes any moneys which they may be authorised to raise or apply for the general purposes of their undertaking:

Provided that all lands on which any buildings have been erected or provided by the Company or Companies exercising the said powers in pursuance of any scheme under this section shall for a period of twenty-five years from the date of such scheme be appropriated for the purpose of such dwellings and every conveyance demise or lease of such lands and buildings shall be endorsed with notice of this enactment:

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Provided also that the Local Government Board may at any time dispense with all or any of the requirements of this sub-section subject to such conditions (if any) as they may see fit.

(8) So much of section 157 of the Public Health Act 1875 as provides that the provisions of that section and of sections 155 and 156 of the same Act shall not apply to buildings belonging to any railway company and used for the purposes of such railway under any Act of Parliament shall not apply to buildings erected or provided by the Company or the Two Companies or the Shropshire Union Company for the purpose of any scheme under this section.

(9) The Local Government Board may direct any inquiries to be held by their inspectors which they may deem necessary in relation to any scheme under this section and for giving effect to any of the provisions of this Act and the inspectors of the Local Government Board shall for the purposes of any such inquiry have all such powers as they have for the purposes of inquiries directed by that Board under the Public Health Act 1875.

(10) The Company or Companies exercising the said powers shall pay to the Local Government Board a sum to be fixed by that Board in respect of the preparation and issue of any Provisional Order in pursuance of this section and any expenses incurred by that Board in relation to any inquiries under this section including the expenses of any witnesses summoned by the inspector and a sum to be fixed by that Board not exceeding three guineas a day for the services of such inspector.

(11) Any houses on any of the lands shown on the plans deposited with reference to this Act or any former Act the powers of which are revived or extended by this Act occupied or which may have been occupied by persons of the labouring class within five years before the passing of this Act which have been acquired by or on behalf of the Company or the Two Companies or the Shropshire Union Company and for which houses no substitutes have been or are directed to be provided by any scheme approved by the Local Government Board under the powers of any previous Act relating to the Company or Companies by whom the same were acquired shall for the purposes of this section be deemed to have been acquired under the powers of this Act and to have been occupied on the fifteenth day of December last by the same number of persons belonging to the labouring class as were occupying the said houses at the date of their acquisition Provided that if the Local Government Board is unable to ascertain the number of such persons who were then occupying the said houses the said houses shall be deemed to have been occupied by such number of such persons as in the

opinion of the Local Government Board they might have been sufficient to accommodate.

(12) For the purposes of this section the expression "labouring class" means and includes mechanics artisans labourers and others working for wages hawkers costermongers persons not working for wages but working at some trade or handicraft without employing others except members of their own family and persons other than domestic servants whose income does not exceed an average of thirty shillings a week and the families of any such persons who may be residing with them.

Revival of powers for purchase of lands for Heaton Lodge and Wortley Railways.

45. The powers granted by the London and North Western Railway (Heaton Lodge and Wortley Railways) Act 1892 for the compulsory purchase of lands for so much of Railway No. 1 by that Act authorised as is situate in the township of Gomersal in the parish of Birstal in the west riding of the county of York and lies between the north-west side of the road numbered on the deposited plans referred to in the said Act 474A in that parish and known as Spen Lane and the south side of the road numbered on the said plans 506 in the same parish and known as Water or Cliff Lane are hereby revived and may be exercised at any time within two years from the passing of this Act and on the expiration of that period the said powers shall cease.

Extension of time for completion of portions of Heaton Lodge and Wortley Railways.

46. The time limited by the London and North Western Railway (Heaton Lodge and Wortley Railways) Act 1892 for the construction and completion of—

(1) So much of Railway No. 1 authorised by that Act as extends from the south side of the road numbered on the deposited plans referred to in that Act 272 in the parish of Mirfield and known as Jill Lane Northorpe to the authorised termination of the said Railway No. 1; and

(2) Railway No. 2 authorised by the same Act;

is hereby extended for a period of three years from the twenty-seventh day of June one thousand eight hundred and ninety-seven and sections 21 and 22 of the said Act so far as the same relate to or affect the said portion of railway and railway shall be read and construed accordingly:

If the said portion of railway and railway be not completed within the said period of three years then on the expiration of that period the powers by the said Act granted to the Company for making and completing the same or otherwise in relation thereto shall cease except as to so much thereof as shall be then completed.

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Extension of time for construction of railway at Peasley Cross.

47. The time limited by the London and North Western Railway Act 1891 for the construction and completion of so much of the railway at Peasley Cross by that Act authorised as was not authorised to be abandoned by the London and North Western Railway Act 1894 is hereby extended for a period of three years from the twenty-first day of July one thousand eight hundred and ninety-six and sections 9 and 10 of the said Act of 1891 so far as the same relate to or affect the said portion of railway shall be read and construed accordingly:

If the said portion of railway be not completed within the said period of three years then on the expiration of that period the powers by the said Act granted to the Company for making and completing the same or otherwise in relation thereto shall cease except as to so much thereof as shall be then completed.

Extending time for sale of certain superfluous lands of Company.

48. Notwithstanding anything to the contrary in the Lands Clauses Consolidation Act 1845 or in any Act relating to the Company with which that Act is incorporated the periods for and within which the Company may hold sell and dispose of any superfluous lands connected with the railways described or mentioned or situate in the parishes named in the Second Schedule to this Act are hereby extended for the periods following (that is to say) As regards such of the said lands as are situate near to or adjoining any railway or station of the Company for the period of ten years from the passing of this Act and as regards the other of the said lands for the period of two years from the passing of this Act.

Extending time for sale of superfluous lands on West Kirby Extension Railway.

49. Notwithstanding anything to the contrary in the Lands Clauses Consolidation Act 1845 or in any Act relating to the Two Companies or either of them with which that Act is incorporated the periods for and within which the Two Companies may hold sell and dispose of any superfluous lands connected with the West Kirby Extension Railway are hereby extended for the periods following (that is to say) As regards such of the said lands as are situate near to or adjoining the said railway or any station thereon for the period of ten years from the passing of this Act and as regards the other of the said lands for the period of two years from the passing of this Act.

Extending time for sale of certain superfluous lands connected with the Whitehaven Cleator

50. Notwithstanding anything to the contrary in the Lands Clauses Consolidation Act 1845 or in any Act relating to the Company or the Furness Company with which that Act is incorporated the periods for and within which the Company and the Furness Company jointly may hold sell and dispose of any superfluous lands connected with the Whitehaven Cleator and Egremont Railway

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are hereby extended for the periods following (that is to say) As regards such of the said lands as are situate near to or adjoining the said railway or any station thereon for the period of ten years from the passing of this Act and as regards the other of the said lands for the period of two years from the passing of this Act.

and Egremont Railway.

Extending time for sale of certain superfluous lands connected with the North and South Western Junction Railway.

51. Notwithstanding anything to the contrary in the Lands Clauses Consolidation Act 1845 or in any Act relating to the North and South Western Company or the Company and the Midland and North London Railway Companies as lessees of the North and South Western Junction Railway with which that Act is incorporated the periods for and within which the said North and South Western Company or the said lessees may hold sell and dispose of any superfluous lands connected with the North and South Western Junction Railway are hereby extended for the periods following (that is to say) As regards such of the said lands as are situate near to or adjoining the said railway or any station thereon for the period of ten years from the passing of this Act and as regards the other of the said lands for the period of two years from the passing of this Act.

Provision as to certain lands at Crewe.

52. Notwithstanding anything contained in the Lands Clauses Consolidation Act 1845 or any Act relating to the Company with which that Act is incorporated the Company may hold use sell lease let or otherwise dispose of upon such terms and conditions and for such consideration as they may think fit the lands belonging or reputed to belong to them at and near Crewe in the county of Chester and herein-after described or referred to (that is to say) :—

(1) Certain lands lying between Victoria Avenue and the Valley Brook and east of and near to Queen's Park Crewe:

(2) Certain other lands lying west of and adjoining the Company's Grand Junction Railway south of and near to Crewe Station and between Gresty Brook and the Weston and Shavington Road:

(3) Certain other lands lying on the south-east side of and adjoining the Company's Crewe and Manchester Railway opposite Hall O'Shaw Farm:

(4) Certain other lands lying between the Grand Junction Railway and the Old Chester and Crewe Railway and extending to Flag Lane Victoria Street and Earle Street.

Provisions as to savings banks.

53. From and after the passing of this Act the following provisions shall apply with respect to any savings bank established or to be established by the Company in lieu of the provisions of sections 19 to 21 of the London and North Western Railway

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(Additional Works) Act 1858 and shall extend and apply to the officers clerks servants workmen and apprentices of the Company and of the Shropshire Union Company and the Dundalk Newry and Greenore Railway Company and all officers clerks servants workmen and apprentices who are directly or indirectly employed or paid by the Company or are engaged in the conduct of any business of the Company either solely or jointly with any other company or companies or of any business or undertaking of which the Company either solely or jointly with any other company or companies are the lessees or who are paid their salaries or wages through or by means of the salary and wages list of the Company (that is to say) :—

(1) The Company may establish or having established may maintain a savings bank or savings banks with or without branches at such of the stations on their railways as they may think fit and may thereat receive by way of deposit from any such officers clerks servants workmen or apprentices as aforesaid and from the husbands wives children fathers mothers brothers or sisters nephews or nieces or wards being minors of such officers clerks servants workmen or apprentices any money at interest :

(2) Every such deposit with the interest thereon shall be a charge on the net profits of the Company's undertaking next after the mortgage and other debts of the Company and the interest on their debenture stock :

(3) Two copies of the rules of any such savings bank and of every amendment of the same from time to time (the term amendment to include a new rule and the cancelling of a rule) under the hands of three of the directors and of the secretary of the Company shall be sent to the Registrar of Friendly Societies (as defined by the Friendly Societies Act 1875) :

(4) Such rules shall contain provisions—

(A) For the management of the savings bank and for the chief office of the same ;

(B) If thought fit for the appointment and discharge of trustees ;

(C) For the payment in and the withdrawal of deposits the rate of interest thereon and the payment of such interest ;

(D) For the keeping and auditing of accounts ;

(E) For the balancing of accounts once a year at least and the sending on or before the 1st April in every year to the Registrar of Friendly Societies a general statement (to be called the annual return) of the receipts and

expenditure funds and effects of the savings bank as audited made out to the 31st December then last inclusively with a copy of the auditor's report (if any);

(F) For supplying every depositor on demand with a copy of the rules for the time being at a price not exceeding sixpence and with a copy of the annual return gratuitously;

(G) For keeping a copy of the last annual return with the auditor's report (if any) always hung up in a conspicuous place at the office of the savings bank;

(H) For giving notice within fourteen days to the Registrar of any change in the chief office and of the appointment of any new trustees:

(5) The registrar on being satisfied that the rules or that any amendment of rules of a savings bank are or is in conformity with law and with the provisions of this section shall issue to the Company an acknowledgment of registry of such savings bank or of such amendment of rules which shall be conclusive evidence that such savings bank or such amendment of rules are or is duly registered:

(6) The rules when so registered shall be binding on the Company and its officers and on the depositors and their executors administrators and nominees Unless otherwise provided the Company shall be deemed to be the trustees of any savings bank established by them:

(7) Deposits may if the rules so allow be received from or on account of married women and section 6 of the Married Women's Property Act 1882 shall apply to all such deposits:

(8) Deposits may if the rules so allow be received from or on behalf of infants and infants above the age of sixteen years may execute all instruments and give all acquittances necessary to be executed or given under the rules but all instruments and acquittances relating to the deposits or claims of infants under the age of sixteen shall be executed or made by their parents or guardians:

(9) A depositor above the age of sixteen may by writing under his hand sent to the office of the savings bank nominate any person to whom his deposits not exceeding one hundred pounds shall be paid at his decease and may from time to time in like manner revoke or vary such nomination:

(10) The deposits not exceeding one hundred pounds of a person who dies intestate and without having made any nomination under this section which remains unrevoked at his death may

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be paid without letters of administration to the person who appears to the trustees or a majority of the trustees upon such evidence as they may deem satisfactory to be entitled by law to receive the same :

(11) Sections 8 9 and 10 of the Provident Nominations and Small Intestacies Act 1883 shall apply to every savings bank herein mentioned as if it were a society and to the depositors therein as if they were members Sections 9 10 48 and 49 of the Trustee Savings Banks Act 1863 as amended by the Savings Bank (Barrister) Act 1876 shall apply to every savings bank herein mentioned :

(12) If the trustees or officers of a savings bank fail to give any notice send any document or return or to do anything which the savings bank is hereby required to do or make a return or wilfully furnish information to the registrar in any respect false or insufficient or otherwise act contrary to the provisions of this section they shall be liable to a penalty not exceeding five pounds recoverable at the suit of any person aggrieved or of the chief or any assistant registrar of friendly societies in a court of summary jurisdiction in manner directed by the Summary Jurisdiction Acts :

(13) Section 39 of the Friendly Societies Act 1875 shall apply to any instrument or document copy or extract of an instrument or document to be executed or issued by a registrar for the purposes of this section A copy of the rules under the seal of the Company shall also be evidence of such rules :

(14) The following fees shall be payable to the registrar for matters to be transacted under the provisions of this section and shall be paid by such registrar into the receipt of Her Majesty's Exchequer :—

	£	s.	d.
For the acknowledgment of registry of a savings bank and of every amendment of rules of the same - - - - - -	1	1	0
For the determination of a registrar on a dispute -	1	1	0
And if more than one hearing or adjournment become necessary then £1 1*s.* 0*d.* more for every hearing after the first and for every adjournment For every document required to be signed by a registrar or to bear the seal of the central office (as defined by the Friendly Societies Act 1875) not chargeable with any other fee to the registrar - - - -	0	2	6

	£	s.	d.
For every inspection on the same day of documents (whether one or more) in the custody of the registrar relating to one and the same savings bank - - - - - - -	0	1	0
For every copy or extract of any document in the custody of the registrar not exceeding two hundred and sixteen words - - -	0	1	0

And if exceeding that number fourpence per folio of seventy-two words (in addition to the fee (if any) for the signature of a registrar or seal of the central office).

Holding of stocks by bodies corporate.

54. Any stocks shares or securities of the Company or in respect of which they are responsible either solely or jointly with any other company may be transferred to and held in the names of an individual and a body corporate or of two or more bodies corporate and any such holding shall in its relation to the Company or to the Company and any such other company be deemed a joint tenancy.

Power to Company to apply corporate funds to purposes of Act.

55. The Company may apply to any of the purposes of this Act to which capital is properly applicable any of the moneys which they now have in their hands or which they have power to raise by shares stock debenture stock or mortgage by virtue of any Act relating to the Company already passed or to be passed in the present session of Parliament and which may not be required for the purposes to which they are by any such Acts made specially applicable.

Great Western and Shropshire Union Companies may apply corporate funds.

56. The Great Western Company and the Shropshire Union Company respectively may from time to time apply for or towards all or any of the purposes of this Act in which they are interested to which capital is properly applicable any sums of money which they have already raised or are authorised to raise by any of their Acts and which are not required for the purposes to which they are by those Acts made specially applicable.

Works below high water-mark not to be commenced without consent of Board of Trade.

57. The Company shall not under the powers of this Act construct on the shore of the sea or of any creek bay arm of the sea or navigable river communicating therewith where and so far up the same as the tide flows and reflows any work without the previous consent of the Board of Trade to be signified in writing under the hand of one of the secretaries or assistant secretaries of the Board of Trade and then only according to such plan and under such restrictions and regulations as the Board of Trade may approve of such approval being signified as last aforesaid and where any such work may have been constructed the Company shall not at any time

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alter or extend the same without obtaining previously to making such alteration or extension the like consents or approvals If any such work be commenced or completed contrary to the provisions of this Act the Board of Trade may abate and remove the same and restore the site thereof to its former condition at the costs and charges of the Company and the amount of such costs and charges shall be a debt due from the Company to the Crown and shall be recoverable accordingly with costs.

Authorising dealings with property of the Duchy of Lancaster.

58. With respect to any land which may be required by the Company for the purposes of this Act and which may belong or may be held of any honor manor or lordship belonging to Her Majesty in right of the Duchy of Lancaster the following provisions shall have effect:—

(1) Sections 1 and 2 of the Duchy of Lancaster Lands Act 1855 shall extend and apply to any land which may be so required and may so belong and to the purchase moneys payable by the Company in respect of the sale of such land:

(2) Sections 6 7 8 12 and 13 of the Act 19 George III. cap. 45 shall extend and apply to land which may be so required and may be held of any honor manor or lordship so belonging so as to authorise the enfranchisement to the Company of such land or the release to the Company of the fines heriots reliefs quit rents dues payments suits and services to which the same may be subject or liable and shall extend and apply to the moneys payable by the Company in respect of such enfranchisement or release.

As to future accretions.

59. If any land not required for the purposes of this Act shall at any time after the execution of any works under the authority of this Act become raised in height or reclaimed or by any other means cease to be subject to the flow and reflow of the ordinary tides or to be permanently covered with water (and that whether gradually or imperceptibly or otherwise) the Company shall not by virtue of the ownership of any lands which they are by virtue of this Act empowered to take or acquire have any estate right or interest in or to the land so raised in height or reclaimed or ceasing to be so subject or to be so covered as aforesaid by reason that such raising reclamation or cesser has been gradual or imperceptible or has been wholly or partially caused either by the works by this Act authorised or otherwise.

Saving rights of the Duchy of Lancaster.

60. Nothing contained in this Act shall extend or operate to authorise the Company to take use enter upon or in any manner interfere with any land soil water or hereditaments or any land

parcel of any manor or any manorial rights or any other rights of whatsoever description belonging to Her Majesty in right of Her Duchy of Lancaster without the consent in writing of the Chancellor for the time being of the said Duchy first had and obtained (which consent the said Chancellor is hereby authorised to give) or take away prejudice or diminish any estate right privilege power or authority vested in or enjoyed or exerciseable by Her Majesty Her heirs or successors in right of Her said Duchy.

Saving rights of the Crown in the foreshore.

61. Nothing contained in this Act shall authorise the Company to take use or in any manner interfere with any portion of the shore or bed of the sea or of any river channel creek bay or estuary or any right in respect thereof belonging to the Queen's most Excellent Majesty in right of Her Crown and under the management of the Board of Trade without the previous consent in writing of the Board of Trade on behalf of Her Majesty (which consent the Board of Trade may give) neither shall anything in this Act contained extend to take away prejudice diminish or alter any of the estates rights privileges powers or authorities vested in or enjoyed or exerciseable by the Queen's Majesty Her heirs or successors.

Saving rights of the Crown.

62. Nothing contained in this Act shall authorise the Company to take use or in any manner interfere with any land or hereditaments or any rights of whatsoever description belonging to the Queen's most Excellent Majesty in right of Her Crown and under the management of the Commissioners of Woods without the consent in writing of the Commissioners of Woods on behalf of Her Majesty first had and obtained for that purpose (which consent such Commissioners are hereby authorised to give) neither shall anything in this Act contained extend to take away prejudice diminish or alter any of the estates rights privileges powers or authorities vested in or enjoyed or exerciseable by the Queen's Majesty Her heirs or successors.

Provision as to general Railway Acts.

63. Nothing in this Act contained shall exempt the Company or the Great Western Company or the Shropshire Union Company or their respective railways from the provisions of any general Act relating to railways or the better or more impartial audit of the accounts of railway companies now in force or which may hereafter pass during this or any future session of Parliament or from any future revision or alteration under the authority of Parliament of the maximum rates of fares and charges or of the rates for small parcels authorised to be taken by the said Companies.

Costs of Act.

64. All costs charges and expenses of and incident to the preparing for obtaining and passing of this Act or otherwise in relation thereto shall be paid by the Company.

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SCHEDULES referred to in the foregoing Act.

FIRST SCHEDULE.

DESCRIBING LANDS BUILDINGS and MANUFACTORIES whereof portions only are required to be taken.

No. on Deposited Plan.	Parish.	Description of Property.
	WIDENING GRAND JUNCTION RAILWAY (MOORE TO WARRINGTON).	
18	Warrington - -	Yard and sidings.
19	Warrington - -	Yard rough land and siding.
53	Warrington - -	Yard and sidings.
	CLECKHEATON.	
13A	Birstal - -	Garden and footpath.
14	Birstal - -	Mill pond and slope.
	HOLYWELL.	
14	Holywell - -	Garden.
15	Holywell - -	Yard outbuildings and occupation road.
	BROOK LANE CHESTER.	
7	Chester - -	Garden slope and occupation road.
4A	Saint Oswald -	Approach road.

SECOND SCHEDULE.

Superfluous Lands.

Bedford and Bletchley Railway.
Bettws-y-coed and Festiniog Railway.
Guide Bridge Junction Railway.
Kirkburton Branch Railway.
Manchester and Crewe Railway.
Norton Canes Branch and Extension Railways.
Sandbach and Northwich Railway.
Seaton and Wansford Railway.
Parish of Saint Leonard Shoreditch.
Parish of Aylesbury.

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