CHAPTER cci.

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An Act for conferring additional powers on the London and North-western Railway Company in relation to their own undertaking and the undertakings of other companies; and for other purposes. [28th July 1873.]

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 roads and footpaths and to stop up the existing roads and footpaths, and to execute the other works in this Act mentioned, and to acquire, for the purposes of the works by this Act authorised and for general purposes connected with their undertaking, the lands and buildings in this Act also mentioned:

North and South Western Junction lands. 34 & 35 Vict. c. cxcii.

And whereas under and by virtue of the North and South Western Junction Railway Act, 1871, and the agreement for a lease set forth in the schedule to that Act, the undertaking of the North and South Western Junction Railway Company is leased in perpetuity to the Company, the Midland Railway Company (in this Act called the Midland Company), and the North London Railway Company (in this Act called the North London Company) jointly, and that undertaking is managed by a joint committee appointed by the said lessees; and it is expedient that the lessees should be empowered to acquire and hold for the purposes of the said undertaking the lands in this Act mentioned or referred to in that behalf, and to make and carry into effect agreements with respect thereto; and it is also expedient that provision should be made for the exercise by the joint committee of the powers of acquiring and holding those lands so conferred upon the said lessees, and also of other powers of acquiring and holding lands for the like purposes which now are or may hereafter be vested in or exerciseable by them:

Additional lands (North Union Railway).

And whereas the undertaking of the North Union Railway Company is vested in perpetuity in the Company and the Lancashire and Yorkshire Railway Company (in this Act called "the Lancashire

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and Yorkshire Company") jointly, and it is expedient that those two companies should be empowered to acquire, for purposes connected with the North Union Railway, the lands and buildings in this Act mentioned or referred to in that behalf, and that they should also be empowered to make and carry into effect agreements with respect to those lands:

Additional lands (Birkenhead Railway).

And whereas the Birkenhead Railway is vested in the Company and the Great Western Railway Company (in this Act called "the Great Western Company") jointly, and it is expedient that those two companies should be empowered to acquire, for purposes connected with that railway, the lands and buildings in this Act mentioned or referred to in that behalf, and that they should also be empowered to make and carry into effect agreements with respect to those lands:

Oldham Railway level crossing.

And whereas by the Oldham, Ashton-under-Lyne, and Guide Bridge Junction Railway Leasing Act, 1862, the Oldham, Ashton-under-Lyne, and Guide Bridge Junction Railway Company (in this Act called "the Oldham Company") are required on the request of the Company and the Manchester, Sheffield, and Lincolnshire Railway Company (in this Act called "the Sheffield Company") to execute a lease of their undertaking to the said two companies jointly for a term of nine hundred and ninety-nine years, which lease has been executed accordingly, and the said two companies work over and use the railway of the Oldham Company; and it is expedient that that company should be empowered to stop up and discontinue the portion in this Act mentioned of the road which now crosses their railway station and station works on the level at Oldham, and to appropriate to the purposes of their undertaking that portion of the said road:

Plans and sections deposited.

And whereas plans and sections showing the respective lines and levels of the new roads and works above referred to, and by this Act authorised to be made, and plans of the lands above referred to, and 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 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 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:

Rights of way at Sutton Station.

And whereas certain rights of way are alleged to exist over and across the lands and works at the Sutton Station on the Hooton and Helsby branch of the Birkenhead Railway, belonging to the

Company and the Great Western Company jointly, but such rights of way could not be exercised without great inconvenience and danger to the traffic of that branch, and it is expedient that the same should be extinguished:

Mold and Denbigh Railway.

And whereas the railway of the Mold and Denbigh Junction Railway Company (herein-after called "the Mold Company") is under the authority of Parliament worked by the Company; and whereas by the Mold and Denbigh Junction Railway (Extensions) Act, 1865, the Mold Company were, in the events and subject to the conditions in section 15 of that Act specified, required to apply to Parliament for an Act to enable them to build the occupation bridge in that section described; and whereas the owners of the adjoining lands, for whose convenience that occupation bridge was designed, are not desirous that the same should be built, and it is expedient that the said section of the last-mentioned Act should be repealed:

Festiniog Railway *running* powers.

And whereas by the London and North-western Railway (Additional Powers) Act, 1872, the Company were empowered to make the Bettws and Festiniog Railway for the purpose of connecting their system of railways with the railway of the Festiniog Railway Company (in this Act called "the Festiniog Company"), and it is expedient that the Company should be empowered to run over and use so much of the railways of the Festiniog Company as extends from the junction therewith of the Bettws and Festiniog Railway to the terminal station at Dyffws of the Festiniog Company:

Subscription to Oldham Company.

And whereas by the London and North-western Railway (New Works) Act, 1859, and by the London and North-western Railway (Additional Powers) Act, 1870, the Company were empowered to subscribe towards and to hold shares in the undertaking of the Oldham Company, and it is expedient that they should be empowered to subscribe a further sum towards that undertaking:

Vesting of undertaking of Saint George's Harbour Company.

And whereas by the Saint George's Harbour Act, 1861, provision was made for a lease or transfer upon the terms therein specified by the Saint George's Harbour Company to the Company of the railway, pier, and other works, lands, and property of the first-named company, and a deed of transfer or conveyance thereof to the company has been executed by the Saint George's Harbour Company:

And whereas under or by virtue of the orders and directions of the Court of Chancery made in a cause, "Cramer *v.* Bird," the affairs of the Saint George's Harbour Company have been wound up, and the assets of that company, including the stock in the Com-

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pany transferred to that company, in pursuance of the said deed of transfer, have been distributed amongst the creditors of that company and other persons, and the several creditors and other persons amongst whom that stock has been so distributed have been or are entitled to be registered in the books of the Company as the holders thereof, and it is expedient that the said deed of transfer or conveyance should be confirmed, and the undertaking of the Saint George's Harbour Company, with all their rights, powers, and authorities, (including the appointment of a commissioner for carrying into execution the Llandudno Improvement Act, 1854,) should be vested in the Company, and that provision should be made for the dissolution of the Saint George's Harbour Company:

Sale of Clearing House.

And whereas the Company have sold and conveyed to certain persons as trustees for and on behalf of certain railway companies, parties to the clearing system under the provisions of the Railway Clearing Act, 1850, the buildings and premises known as the Railway Clearing House, and it is expedient that such sale and conveyance, and the purchase by the said trustees, should be confirmed:

And whereas it is expedient that further powers should be conferred upon the Company with respect to the sale, lease, or other disposal of lands acquired by the Company, which are not or eventually may not be required for the purposes of their undertaking:

Additional capital.

And whereas it is expedient that the Company should be empowered to raise further capital for the purposes of this Act, and for the purpose of providing additional station, siding, rolling stock, and other accommodation, and for the general purposes of the Company:

Amendment of Acts.

And whereas it is expedient that some of the powers and provisions of the 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 (New Works and Additional Powers) Act, 1873."

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Provisions of general Acts herein named incorporated.

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 Consolidation Acts, 1845, 1860, and 1869;

The provisions of the Companies Clauses Consolidation Act, 1845, with respect to the following matters; (namely,)

The distribution of the capital of the Company into shares;

The transfer or transmission of shares;

The payment of subscriptions and the means of enforcing the payment of calls;

The forfeiture of shares for nonpayment of calls;

The remedies of creditors of the Company against the shareholders;

The borrowing of money;

The conversion of the borrowed money into capital;

The consolidation of shares into stock;

The general meetings of the Company;

The making of dividends;

The giving of notices;

The provision to be made for affording access to the special Act by all parties interested; and

Part I. (relating to cancellation and surrender of shares), and Part II. (relating to additional capital), and Part III. (relating to debenture stock) of the Companies Clauses Act, 1863.

Interpretation of terms.

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 "superior courts" or "court of competent jurisdiction," or any other like expression in this Act, or any Act wholly or partially incorporated therewith, shall 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;

The expression "parish clerks" and "clerks of the several parishes" in sections 7, 8, and 9 of the Railways Clauses Consolidation Act, 1845, shall, with reference to the Company, and as regards those parishes or extra-parochial places in which, by the standing orders of either House of Parliament, plans, sections, and other documents are required to be deposited with the clerk of the vestry of the parish, or with the clerk of the district board for the district in which the parish or extra-parochial place is included, mean in the first case the vestry clerks of those parishes, and in the second case the clerks of those district boards respectively.

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Power to make new roads, &c. according to deposited plans.

4. Subject to the provisions of this Act, the Company may make in the lines shown on the deposited plans relating thereto, and according to the levels shown on the deposited sections relating thereto, the new roads, new footpaths, and other works herein-after described, with all proper works and conveniences connected therewith, and may exercise the 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 relating thereto as may be required for those and other purposes; (that is to say,)

1. They may make a new road, to be situate wholly in the parish of Acton, in the county of Middlesex, commencing from and out of the public carriage road known as Acton Lane, at a point thereon seventy yards or thereabouts south-east of the point where that road crosses on the level the North and South Western Junction Railway, and the Hammersmith branch of that railway, and terminating by two junctions, one with Acton Lane aforesaid, at a point thereon one hundred yards or thereabouts north-west of the said level crossing, and the other with the public road called Bollo Bridge Road, at a point thereon near the junction of that road with Acton Lane;

   When the said new road is completed and opened to the public, they may stop up and discontinue as a public road or highway, and appropriate to purposes connected with the North and South Western Junction Railway, so much of Acton Lane aforesaid as will become unnecessary by reason of the construction of the said new road:

2. They may stop up and discontinue as a public highway or footpath so much as lies between the fences of the North and South Western Junction Railway of the public footpath which crosses that railway on the level at a point thereon, in the said parish of Acton, two hundred and seventy yards or thereabouts north-east of the junction thereof with the Kensington and Richmond line of the London and South-western Railway Company, and they may substitute for that level crossing a foot-bridge over the said railway:

3. They may alter and divert the under-mentioned portion of the existing footpath in the parish of Harrow-on-the-Hill, in the county of Middlesex, which now crosses on the level the main line of their railway, at a distance of seven hundred and seventy yards or thereabouts south-east of the Sudbury Station on that line; (that is to say,) so much thereof as lies

within the boundaries of the Company's property there, and may carry the same under the railway;

When such alteration is completed and opened to the public, they may stop up and discontinue as a public highway, and appropriate to the purposes of their undertaking, the above-mentioned portion of the existing footpath:

4. They may make a new footpath in the parish of Harrow-on-the-Hill, commencing from and out of the public road leading from Sudbury to Wembly Farm, which crosses the main line of their railway three-quarters of a mile or thereabouts north-west of the Sudbury Station thereon, at a point on that road distant ninety yards or thereabouts in an easterly direction from the bridge which carries that road over the said main line, and terminating at a point on the turnpike road leading from London to Harrow, distant one hundred and ten yards or thereabouts north-east of the crossing of that road over the said main line at the Sudbury Station;

When the said new footpath is completed and opened to the public the under-mentioned portions of the existing footpath may be stopped up, and the use thereof as a public highway shall be discontinued; (that is to say,) so much thereof as extends from a point on the first-mentioned road two hundred and twenty yards or thereabouts in a westerly direction from the said bridge to the point where that footpath joins the Llanover Road, and also so much thereof as crosses the said main line at a point thereon five hundred yards or thereabouts north-west of the Sudbury Station, and extends to the said turnpike road at a point thereon twenty yards or thereabouts south-west of that station:

5. They may alter and divert the under-mentioned portion of the existing footpath in the said parish of Harrow-on-the-Hill which now crosses on the level the main line of their railway two hundred yards south-east of the bridge which carries the public carriage road from Harrow-on-the-Hill to Harrow Weald over the said main line; (that is to say,) so much thereof as lies within the boundaries of the Company's property there, and may carry the same under the railway;

When such alteration is completed and opened to the public they may stop up and discontinue as a public highway, and appropriate to the purposes of their undertaking, the above-mentioned portion of the existing footpath:

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6. They may make a new footpath in the said parish of Harrow-on-the-Hill, commencing on the south-westerly side of the main line of their railway at the point of junction on the south-westerly side of that main line between two footpaths which now cross on the level that main line between the Harrow Station and the bridge over the railway known as Hatch End Bridge, and extending in a north-easterly direction to the north-east boundary of that main line, and thence extending in a south-easterly direction along the said north-east boundary to and terminating by a junction on that boundary with the southernmost of the said two footpaths, and also extending in a north-westerly direction along the said north-east boundary to and terminating by a junction on that boundary with the northernmost of those two footpaths;

When the said new footpath is completed and opened to the public, so much and such parts of the two existing footpaths as lie between the commencement and respective terminations of the new footpath may be stopped up, and the use thereof as a public highway shall be discontinued;

They may appropriate to the purposes of their undertaking so much and such parts of the two existing footpaths as lie within the boundaries of their property:

7. They may stop up and discontinue as a public footpath so much as is between the fences of the main line of their railway of the public footpath which crosses that railway on the level, at a point thereon in the parish of Pinner in the county of Middlesex two hundred and thirty yards or thereabouts north-west from the bridge called Hatch End Bridge, and they shall, previous to such stopping up, substitute for such level crossing a good and substantial foot bridge six feet wide, of sufficient height, with convenient steps on each side:

8. They may make a new footpath in the parish of Abbots Langley in the county of Hertford, commencing from and out of the footpath which now crosses on a level the main line of their railway, seven hundred yards or thereabouts north of the King's Langley Station, at a point on that footpath three hundred and eight yards or thereabouts in a south-easterly direction from the said level crossing, and terminating at a point two hundred and sixty yards or thereabouts west of the said point of commencement by a

junction with the existing public road which there runs parallel to the said main line;

When the said new footpath is completed and opened to the public, so much of the existing footpath as lies between the commencement as above described of the new footpath and the point where the said existing footpath falls into the said public road may be stopped up, and the use thereof as a public highway shall be discontinued;

They may appropriate to the purposes of their undertaking so much of the existing footpath as lies within the boundaries of their property:

9. They may make a new footpath in the parishes of Berkhamsted Saint Mary, otherwise Northchurch, and Hemel Hempsted, or one of them, in the county of Hertford, commencing from and out of the existing footpath which now crosses on a level the main line of their railway, two hundred and fifty-five yards or thereabouts south-east of the bridge crossing the said main line at Hackster's End at a point on that footpath ten yards or thereabouts north-east of the said level crossing, passing under the railway bridge numbered 61, and terminating at another point on the said footpath ten yards or thereabouts south-west of the said level crossing;

When the said new footpath is completed and opened to the public, they may stop up and discontinue as a public highway, and appropriate to the purposes of their undertaking, so much of the existing footpath as lies between the boundaries of their property:

10. They may stop up and discontinue as a public highway the under-mentioned portion of the footpath leading from Aldbury to Tring, which now crosses on the level the main line of their railway, three hundred and fifty yards or thereabouts south-east of the Tring Station; (that is to say,) so much thereof in the parish of Aldbury in the county of Hertford as lies between the bridge (called "Pendley Bridge") which carries the public road leading from Tring to Aldbury over the Grand Junction Canal, and the point where the road to Toms Hill joins the said public road:

11. They may make a new road in the township of Hednesford, in the parish of Cannock, in the county of Stafford, commencing from and out of the road which now crosses on the level the Rugeley and Cannock line of their railway at the Hednesford Station, at a point on that road distant from the said level crossing sixty yards or thereabouts, measured

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in a north-westerly direction, from the up-line of the said railway, and terminating at another point on the said road distant one hundred and fifty yards or thereabouts in a south-easterly direction from the said up-line;

When the said new road is completed and opened to the public, they may stop up and discontinue as a public highway, and appropriate to the purposes of their undertaking, so much of the existing road as lies within the boundaries of their property;

They may acquire by compulsion or agreement, and may hold for the purposes of the said new road and for other purposes connected with their undertaking, certain lands, houses, and buildings in the township and parish last mentioned, lying partly on the north-west side and partly on the south-east side of the said Rugeley and Cannock line and near thereto and to the said Hednesford Station;

Sections 18 to 23, both inclusive, of the Railways Clauses Consolidation Act, 1845, are incorporated with this Act with respect to any of the mains, pipes, apparatus, or works of the Hednesford Gas Company, Limited, being in or under any of the lands or properties which may be acquired by the Company situate in the parish of Cannock in the county of Stafford, delineated on the deposited plans with reference to the new road and the road to be stopped up in the said parish:

12. They may make a new road commencing in the township of Aston and Doxey, in the parish of Seighford, in the county of Stafford, from and out of the public road leading from Doxey to Tillington, which now crosses on the level the Grand Junction line of their railway, at a point on that road distant one hundred and twenty yards or thereabouts in a north-westerly direction from the said level crossing, and terminating in the township of Tillington, in the parish of Saint Mary and Saint Chad, Stafford, in the same county, at another point on the said road distant one hundred yards or thereabouts in a south-easterly direction from the said level crossing: Provided always, that, notwithstanding anything on the deposited plans and sections, the inclination of the said new road shall not be greater than one in twenty;

When the said new road is completed and opened to the public, they may stop up and discontinue as a public highway, and appropriate to the purposes of their undertaking, so much of the existing road as lies between the points aforesaid:

13. They may make a new road in the township and parish of Seighford, in the county of Stafford, commencing from and out of the road leading from Cooksland Farm to the turnpike road from Eccleshall to Stafford, at a point on the first-mentioned road distant one hundred yards or thereabouts in a south-westerly direction from the point where that road crosses the Grand Junction line of their railway on the level, and terminating at another point on that road distant one hundred yards or thereabouts in an easterly direction from the said level crossing;

When the said new road is completed and opened to the public, so much of the first-mentioned road as lies between the points aforesaid may be stopped up, and the use thereof as a public highway shall be discontinued;

They may appropriate to the purposes of their undertaking so much of the existing road as lies within the boundaries of their property:

14. They may make a new road commencing in the township of Shelton-under-Harley, in the parish of Swinnerton, in the county of Stafford, from and out of the road which now crosses on a level the Grand Junction line of their railway at or near Chorlton Mill, at a point on that road distant one hundred and ten yards or thereabouts in a north-easterly direction from the said level crossing, and terminating in the township of Hill Chorlton, otherwise Chorlton Hill, in the parish of Chorlton, in the same county, at another point on the said road distant two hundred yards or thereabouts in a south-westerly direction from the said level crossing;

When the said new road is completed and opened to the public, they may stop up and discontinue as a public highway, and appropriate to the purposes of their undertaking, so much of the existing road as lies within the boundaries of their property:

15. They may make in the township and parish of Warrington, in the county of Lancaster, the new roads and alteration and extension of road herein-after described; (that is to say,)

(A.) A new road commencing from and out of the public road called Jockey Lane, which now crosses on the level the Grand Junction line of their railway about three quarters of a mile in a northerly direction from the Warrington Station, at a point on that road distant two hundred yards or thereabouts in a westerly direction from the said level crossing,

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and terminating at another point on the said road distant two hundred yards or thereabouts in an easterly direction from the said level crossing; and they may alter the levels of the under-mentioned portion of the footpath which extends from Jockey Lane in a northerly direction along the west side of the said Grand Junction line, (that is to say,) so much of the said footpath as extends for a distance of fifty yards or thereabouts north of the said new road;

(B.) An alteration of the levels and an extension of the road called Dallam Lane, commencing at a point thereon one hundred yards or thereabouts south of its present junction with Jockey Lane, and terminating by a junction with the new road above described at a point forty yards or thereabouts north of the said junction of Dallam Lane with Jockey Lane;

(C.) Another new road commencing from and out of Jockey Lane at a point thereon one hundred and thirty yards or thereabouts east of the said level crossing, and terminating by a junction with Dallam Lane (as altered) at a point thereon fifty yards or thereabouts south of the said junction of Dallam Lane with Jockey Lane:

When the said new roads and alteration and extension of road are completed and opened to the public, they may stop up and discontinue as a public highway, and appropriate to the purposes of their undertaking, so much of Jockey Lane aforesaid as extends from the western boundary of their property to the commencement of the new road lastly above described, and so much of the before-mentioned footpath as lies south of the first-mentioned new road, and also so much of a certain road lying on the eastern side of and adjoining the said Grand Junction line as extends from its junction with Jockey Lane for a distance of four hundred yards or thereabouts in a northerly direction, may respectively be stopped up, and the use thereof respectively as public highways shall be discontinued;

They may appropriate to the purposes of their undertaking so much of the said portions of the existing roads and footpath as may be required for the purposes of the new road above described, and distinguished by the letter (A.);

They may acquire by compulsion or agreement, and may hold for the purposes of the said new roads and alteration and extension of road, and for other purposes connected with their undertaking, certain lands, houses, and buildings situate in the said township and parish of Warrington, lying partly on the west side and partly on the east side of and adjoining or near to the said Grand Junction line at the said level crossing, and extending on the east side of that line in a northerly direction to Dallam Brook:

16. They may make a new road in the township of Saltney, in the parish of Hawarden, in the county of Flint, commencing from and out of the public road which now crosses on the level the Chester and Holyhead line of their railway, at or near the junction of the Mold branch with that line, at a point on that road distant one hundred and eighty-seven yards or thereabouts in a northerly direction from the said level crossing, and terminating at another point on the said road distant two hundred and sixty-four yards or thereabouts in a southerly direction from the said level crossing;

When the said new road is completed and opened to the public, they may stop up and discontinue as a public highway, and appropriate to the purposes of their undertaking, so much of the existing road as will be rendered unnecessary by reason of the construction of the said new road;

They may acquire by compulsion or agreement, and may hold for the purposes of the said new road and for other purposes connected with their undertaking, certain lands, houses, and buildings situate in the townships of Saltney and Bretton, or one of them, in the said parish of Hawarden, lying partly on the north side and partly on the south side of and adjoining the said Chester and Holyhead line at or near to the said level crossing:

17. They may make a new footpath in the townships of Bannister-Ucha and Bannister-Issa, or one of them, in the parish of Henllan, in the county of Denbigh, commencing from and out of the footpath which now crosses on the level the Vale of Clwyd line of their railway five hundred yards or thereabouts south-west of the bridge carrying that line over the turnpike road leading from Saint Asaph to Denbigh, at the point on the said footpath on the western side of the said line where the said level crossing begins, and terminating in the said turnpike road at or near the said bridge;

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When the said new footpath is completed and opened to the public, so much of the existing footpath as extends from the commencement, as above described, of the new footpath to the northern termination of that existing footpath may be stopped up, and the use thereof as a public highway shall be discontinued;

They may appropriate to the purposes of their undertaking so much of that existing footpath as lies within the boundaries of their property:

18. They may make a new road in the parish of Bettws-y-Coed, in the county of Carnarvon, commencing from and out of the Portmadoc and Beaver Pool Bridge turnpike road, at a point on that road distant one hundred yards or thereabouts in a westerly direction from the inn known as the Fish Inn, and terminating at another point on the said road distant two hundred and fifty yards or thereabouts, in a westerly direction, from the said Fish Inn:

When the said new road is completed and opened to the public they may stop up and discontinue as a public highway, and appropriate to the purposes of their undertaking, so much of the existing road as will be rendered unnecessary by reason of the construction of the said new road.

Power to deviate in construction of new roads, &c.

5. The Company may, in constructing the new roads and other works authorised by this Act, deviate the same to the extent of the limits of deviation marked on the deposited plans, and may deviate from the levels shown on the deposited sections to any extent not exceeding five feet, but not so as to increase the rate of inclination as shown on the deposited sections of any new road.

As to vesting of site and soil of portions of roads stopped up.

6. The site and soil of the portions of roads by this Act authorised to be stopped up and discontinued, and 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 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.

Provision as to repair of new roads and footpaths.

7. The new roads and footpaths to be made by the Company under the authority of this Act (except the stone, iron, or other structure carrying any new road or footpath over the railway of the Company, which structure shall be repaired and maintained by and at the expense of the Company) shall, when made and completed respectively, 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 and footpaths within the townships or parishes respectively in which such new roads and footpaths will be situate are from time to time liable to be repaired or maintained:

If any question shall arise between the Company and any of such parties as to the due completion of any new road or footpath, such questions shall from time to time be determined by two justices on the application of either of the parties in difference, and after not less than seven days notice to both parties of the sitting of such justices for the purpose; and the certificate of such justices of the due completion of such new road or footpath shall be conclusive evidence of the fact so certified.

Company may acquire additional lands for general purposes, and may execute certain works in connexion therewith.

8. Subject to the provisions of this Act, and in addition to the other lands which they are by this Act authorised to acquire, the Company may from time to time enter upon, take, use, and appropriate to purposes connected with their undertaking, all or any of the lands, houses, and buildings following, delineated on the deposited plans and described in the deposited books of reference relating thereto respectively, and may execute the works and do the acts herein-after specified; (that is to say,)

Certain lands, houses, and buildings in the parish of Saint Leonard Shoreditch, in the county of Middlesex, lying on the west side of and adjoining or near to the North London Railway, and between Worship Street and Cumberland Street:

Certain lands in the parish of Saint Leonard Bromley, in the county of Middlesex, lying adjacent to and on the south-west side of their property and adjacent to and at the southern end of the road or street called Violet Street which joins Devons Road; and they may acquire an easement or right of user only of Violet Street aforesaid, and of Sheppard Street, also adjoining Devons Road, or either of them, for the purposes of traffic of every description:

Certain lands, houses, and buildings in the parish of Aston-juxta-Birmingham, in the county of Warwick, adjoining or near to their Vauxhall goods station, and between that station and Great Francis Street, including the site of a portion of Pitney Street; and they may stop up and discontinue that portion of street as a public highway:

Certain lands, houses, and buildings in the township of Worston, in the parish of Saint Mary and Saint Chad, Stafford, in the county of Stafford, lying on the west side of and adjoining the Grand Junction line of their railway a quarter of a mile or thereabouts northwards of Worston Mill:

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Certain lands in the parish of Chebsey in the said county of Stafford, lying on the west side of and adjoining their said Grand Junction line, and one hundred yards or thereabouts northwards of the said mill:

Certain lands, houses, and buildings in the township of Little Bridgeford, in the parish of Seighford, in the said county of Stafford, lying on the west side of and adjoining their said Grand Junction line, and three hundred yards or thereabouts southwards of the said mill:

Certain lands in the townships of Great Bridgeford and Little Bridgeford in the parish of Seighford, in the county of Stafford, lying partly on the south-west side and partly on the north-east side of and adjoining their said Grand Junction line near Bridgeford Mill:

Certain lands, houses, and buildings in the several townships and parishes of Seighford, Aston, Tillington, Doxey, and Saint Mary and Saint Chad, Stafford, or some of them, lying on the south-west side of and adjoining or near to their said Grand Junction line, and extending from a point half a mile or thereabouts north-west of the junction of the Shropshire Union Railway with the said line for a distance of a mile and a quarter or thereabouts in the same direction:

Certain lands, houses, and buildings in the township and parish of Madeley, in the county of Stafford, lying on each side of and adjoining their said Grand Junction line, and near the Madeley Station on that line:

Certain lands, houses, and buildings in the township of Monk's Coppenhall, in the parish of Coppenhall, in the county of Chester, lying partly on the north side and partly on the south side of and adjoining or near to the Chester and Crewe line of their railway, and between Flag Lane and the bridge (known as Merrill's Bridge) which carries the public road leading from Nantwich to Crewe over the said line; and they may provide a new footpath in the same township and parish, commencing by a junction with the existing footpath which now passes under the said line of railway three hundred and seventy yards or thereabouts west of Flag Lane aforesaid, at a point on that footpath thirty yards or thereabouts north-east of the bridge carrying that line over the said footpath, and terminating by a junction with the same footpath at a point thereon three hundred yards or thereabouts (measured along the said footpath) north of the said point of commencement:

Certain other lands in the same township and parish, lying on the north side and adjoining their said Chester and Crewe line, and between Flag Lane aforesaid and Chester Street:

Certain other lands in the same township and parish, lying on the south side of their said Chester and Crewe line, and on the north-east side of Woodland Terrace, and at the south-western end of Wistaston New Road:

Certain lands in the township of Moulton, in the parish of Davenham, in the county of Chester, lying on the south-west side of and adjoining their said Grand Junction line, and on the south-east side of the road leading from the New Bridge Saltworks to Middlewich and Northwich:

Certain lands, houses, and buildings in the township of Newton in Makerfield, in the parish of Winwick, in the county of Lancaster, lying on the northerly side of and adjoining the Liverpool and Manchester line of their railway, and between that line and the road known as Pepper Alley and Earle Street:

Certain lands, houses, and buildings in the township and parish of Manchester, in the county of Lancaster, lying partly on the east side and partly on the north side of and adjoining the Liverpool Road Station, and on the north side of Wellington Place, and west of and adjoining Lower Byrom Street, and south of and adjoining Charles Street, including the sites of the several streets, ways, passages, or footpaths lying within the limits of those lands, houses, and buildings. And they may stop up and discontinue as public highways those streets, ways, passages, and footpaths:

Certain lands, houses, and buildings in the township and parish of Preston, in the county of Lancaster, lying partly between Wharf Street and Heatley Street, and partly between Heatley Street and Mount Pleasant. And they may stop up and appropriate to the purposes of their undertaking portions of the sites of Lady Well Street and Wharf Street:

Certain other lands and buildings in the same township and parish, lying on the south-west side of and adjoining the Lancaster and Carlisle Railway, and between that railway and the northern end of Pitt Street:

Certain lands in the township of Carnforth, in the parish of Warton, in the county of Lancaster, lying on the west side of and adjoining the Lancaster and Carlisle Railway, and between the River Keer and the Furness and Midland Railway:

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Certain lands and buildings in the township of Saddleworth, in the parish of Rochdale or Saddleworth, in the west riding of the county of York, lying partly on the south-east side and partly on the north-west side of the Delph branch of their railway, and near the eastern terminus thereof:

Certain lands, houses, and buildings in the township and parish of Batley, in the west riding of the county of York, lying on the south-east side of and adjoining or near to the Bristol branch of their railway and the Carlinghow Station on that branch:

Certain lands in the township of Soothill Upper, in the parish of Dewsbury, in the west riding of the county of York, lying partly on the north side and partly on the south side of and adjoining the road called Soothill Lane and near the Batley Station on the Leeds and Dewsbury line of their railway:

Certain lands in the township of Upperby, in the parish of Saint Cuthbert, Carlisle, in the county of Cumberland, lying near to and partly northwards and partly southwards of their locomotive works in that township:

Certain lands in the township of Heversham with Milnthorpe in the parish of Heversham, in the county of Westmoreland, lying on the east side of and adjoining the Lancaster and Carlisle Railway at the Milnthorpe Station thereon:

Certain lands in the parish of Aberystruth, in the county of Monmouth, lying between the Abergavenny line and the Blaenavon line of their railway at the Brynmawr Station:

Certain other lands in the same parish, lying on the south side of and adjoining the goods yard of the said Brynmawr Station:

Certain lands, houses, and buildings in the townships of Kelsterton, Leadbrook-Major, and Leadbrook-Minor, in the parish of Northop, in the county of Flint, lying on the southern side of and adjoining or near to the Chester and Holyhead line of their railway, and between that line and the turnpike road leading from Queensferry to Flint:

Certain lands, houses, and buildings in the township of Greenfield, in the parish of Holywell, in the county of Flint, lying on the south-west side of and adjoining or near to their said Chester and Holyhead line, and between the Holywell Railway and their Holywell Station:

Certain lands and land covered with water in the townships of Bagillt-fawr and Bagillt-fechan, or one of them, in the parish of Holywell, in the county of Flint, lying on the south-

west side of and adjoining their said Chester and Holyhead line, and west of and near to the Bagillt Station thereon :

Certain lands, houses, and buildings in the parishes of Mold and Tryddyn, or one of them, in the county of Flint, lying partly on the north side and partly on the south side of and adjoining the Mold and Tryddyn line of their railway and near the junction of the Ffrith branch with that line :

Certain lands, houses, and buildings in the township of Mechlas, in the parish of Cilcain, in the county of Flint, lying on the south side of and adjoining the Mold and Denbigh Junction Railway, and contiguous or near to the turnpike road leading from Denbigh to Mold, where that road crosses the said railway :

Certain lands, houses, and buildings in the parish of Abergele, in the county of Denbigh, lying on the south-east side of and adjoining their said Chester and Holyhead line, near the Abergele Station thereon :

Certain lands, houses, and buildings in the parish of Llanrug, in the county of Carnarvon, lying partly on the north-west side and partly on the south-east side of and adjoining or near to the Carnarvon and Llanberis line of their railway and near to the bridge (called "Pontrug") which carries the turnpike road leading from Carnarvon to Llanberis over the river there :

Certain lands, houses, and buildings in the parish of Bangor, in the county of Carnarvon, lying on the south-west side of and near to the Bangor Station on the Chester and Holyhead line of their railway :

Certain lands in the parish of Bettws-y-Coed, in the county of Carnarvon, lying partly on the east side and partly on the west side of and adjoining the Bettws-y-Coed branch of their railway at the Bettws-y-Coed Station, but as regards such of the said lands as are numbered on the deposited plans relating thereto 1, 2, 3, 4A, 5, and 6, the Company shall not under the authority of this Act enter upon, take, use, or interfere with the same without first obtaining the consent in writing of the Baroness Willoughby De Eresby, or other the owner or owners thereof for the time being :

Certain lands in the parish of Eglwys-rhos, otherwise Llanrhos, in the county of Carnarvon (being part of the bed or shore of the River Conway), lying on the south-west side of the Saint George's Harbour Railway and near the Deganwy Station thereon :

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Certain other lands in the same parish, lying partly on the east side and partly on the west side of and adjoining the said Saint George's Harbour Railway, and between the said Deganwy Station and the level crossing on that railway known as Maesdu:

Certain lands, houses, and buildings in the parish of Llanfihangel-Esceifiog, in the county of Anglesey, lying on the north-west side of and adjoining their said Chester and Holyhead line and at the Gaerwen Station:

Certain lands, houses, and buildings in the parish of Holyhead, in the county of Anglesey, forming a portion of the site of their passenger station at Holyhead:

Certain other lands, houses, and buildings in the same parish, lying on the south-east side of and adjoining the Turkey Shore Road, and near the north-eastern extremity of that road.

Lands to be sold to Whitechapel Board of Works and Vestry of St. Leonard, Shoreditch.

9. And whereas by the London and North-western Railway (Additional Powers) Act, 1871 (herein-after called the Company's Act of 1871), the Company were empowered (section 23) to acquire certain lands, houses, and buildings in the liberty of Norton Folgate, in the county of Middlesex, and it was by the same section provided, that if they purchased certain parts of those lands, houses, and buildings, which parts were therein more particularly described, they should, if required by the Board of Works for the Whitechapel district (herein-after called "the said board") so to do, sell and convey the same to that board in the manner and on the terms therein prescribed, the intent being that the parts so sold should be by the said board used for and applied to the widening of a portion of Worship Street lying within their district: And whereas by the London and North-western Railway (Additional Powers) Act, 1872 (herein-after called the Company's Act of 1872), the Company were empowered (section 30) to acquire certain lands, houses, and buildings in the parish of Saint Leonard, Shoreditch, in the county of Middlesex, and it was by the same section provided, that if they purchased certain parts of those lands, houses, and buildings, which parts were therein more particularly described, they should, if required by the Vestry of Saint Leonard, Shoreditch (herein-after called "the said vestry") so to do, sell and convey the same to the said vestry in the manner and on the terms therein prescribed, the intent being that the parts so sold should be by the said vestry used for and applied to the widening of a portion of Worship Street lying within their district; but the Company have not yet sold the said parts of lands, houses, and buildings, or any portion thereof, to the said board or to the said vestry: And

whereas the Company are by this Act empowered to acquire certain other lands in the said parish of Saint Leonard, Shoreditch: And whereas it is deemed expedient that the widening of Worship Street should be effected in a manner different from that previously contemplated, and that provision should be made for the sale by the Company to the said board and vestry respectively of other portions of lands, houses, and buildings in lieu of those above referred to:

Therefore, so much and such parts of section 23 of the Company's Act of 1871, and so much and such parts of section 30 of the Company's Act of 1872, as relate to the sale by the Company to the said board and vestry respectively of the parts of lands, houses, and buildings therein referred to, shall be and the same are hereby repealed, and in lieu thereof the following provisions shall be in force and full effect shall be given thereto:

1. If the said board at any time within three months after the passing of this Act give notice in writing to the Company of their desire to purchase the parts of lands, houses, and buildings in the liberty of Norton Folgate which are coloured red on a plan thereof signed by the Right Honourable Viscount Canterbury, then the Company shall, if and when, under the powers of their said Act of 1871, they purchase those parts of lands, houses, and buildings, sell and convey the same to the said board.

2. If the said vestry at any time within three months after the passing of this Act give notice in writing to the Company of their desire to purchase the parts of lands, houses, and buildings in the parish of Saint Leonard, Shoreditch, which are coloured red on the said plan, then the Company shall, if and when, under the powers of their said Act of 1872 or this Act, they purchase those parts of lands, houses, and buildings, sell and convey the same to the said vestry.

3. The price to be paid by the said board and the said vestry respectively for the lands so sold and conveyed to them shall be the estimated value of the said lands as vacant or unoccupied ground, exclusive of any building thereon, or any goodwill in respect of the use of any building thereon, and shall, in case of difference between the Company and the said board or the said vestry, be ascertained and determined by arbitration in the manner prescribed by the Lands Clauses Consolidation Act, 1845, with respect to the purchase and taking of lands otherwise than by agreement.

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For protection of the corporation of Preston.

10. In exercise of the powers by this Act conferred upon the Company for the stopping up and appropriating portions of the sites of Ladywell Street and Wharf Street, in the borough of Preston, the following provisions for the protection of the mayor, aldermen, and burgesses of Preston (in this enactment called the corporation) shall be binding on the Company and on the corporation, and be carried into effect accordingly:

(*a.*) The Company shall in the line and according to the levels shown on a plan signed by William Baker on behalf of the Company, and James Armytage on behalf of the corporation (in this section called the plan), and between the points marked B and C on the plan, lay out, make level, sewer, pave, flag, channel, kerb, and complete in all respects to the reasonable satisfaction of the borough surveyor of Preston, in continuation of that part of Wharf Street which lies between the points marked A and B on the plan, a new street having a carriageway of an uniform width of not less than twenty-four feet, and a footpath on either side of an uniform width of not less than six feet:

(*b.*) The new street when so completed shall be declared by the corporation to be and shall become a public highway, and vest in the corporation and be maintained by them accordingly:

(*c.*) The Company shall alter the level of so much of Wharf Street as is situate between the said points A and B, so as to make the gradient thereof uniform with the gradient for the new street as shown on the plan, and shall, in carrying out such alteration, pave, flag, channel, kerb, and complete the portion so to be altered forthwith after the completion of the new street, and to the reasonable satisfaction of such borough surveyor:

(*d.*) The Company shall give up and convey to the corporation, free of all expense and as the same is held by them, a strip of land of the uniform width of six feet on the south side of Heatley Street, and lying between the points marked F and G on the plan for the widening of such portion of that street:

(*e.*) The Company shall, at their cost, construct to the reasonable satisfaction of such borough surveyor a retaining wall along the southern side of the said strip of land for the whole or such less length thereof as the corporation may determine:

(*f.*) The corporation may, so far as concerns the Company, at the cost in all respects of the corporation, raise the level of Heatley Street so as to form a convenient junction and communication with Ladywell Street, and the cost of such raising, and any compensation payable by reason thereof, if any, shall be borne by the corporation:

(*g.*) The gradient between the points A and B on the plan is to be uniform and not steeper than one in twenty-three:

(*h.*) The new street shall be so completed and the said retaining wall so constructed before the Company shall stop up or appropriate any portion of the sites of Ladywell Street and Wharf Street, or either of them:

(*i.*) In case any question shall arise relating to anything to be done or not to be done under this enactment, such question shall in default of agreement be determined by arbitration according to the provisions in that behalf of the Lands Clauses Consolidation Act, 1845.

For protection of the Reverend Thomas France Hayhurst.

11. Provided always, that the Company shall not take under the powers of this Act any of the said lands in the township of Moulton, in the parish of Davenham, in the county of Chester, and to which the Reverend Thomas France Hayhurst is entitled, for any estate or interest, distant more than one hundred and twenty yards from the centre of the main line of their said Grand Junction Railway, without the consent of the owner or owners thereof for the time being.

For protection of the corporation of Manchester.

12. In exercising the powers by this Act conferred upon the Company within the city of Manchester, the following provisions for the protection of the corporation of that city (in this enactment called the corporation) shall be binding upon the Company and the corporation respectively, and full effect shall be given thereto:

(1.) The lamp pillars, flags, paving stones, curbs, and grids, and such portion of the road materials as the corporation may think fit in any street which shall be stopped up or absorbed wholly or in part by the Company under the powers of this Act, shall remain and be the property of the corporation, and may be removed by them:

(2.) The cost of all sewers, drains, water, gas, or other pipes or apparatus belonging to or under the control of the corporation which may be in any street, way, court, or passage which shall be stopped up or absorbed by the Company under the powers of this Act, shall be paid to the corporation by the Company on demand, and thereupon the same

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sewers, drains, water, gas, or other pipes or apparatus shall become the property of the Company:

(3.) Whenever, in execution of the powers of this Act, it shall be necessary to alter or interfere with any of the sewers or drains, or any of the gas, water, or other mains or pipes or apparatus belonging to the corporation, such alteration or interference shall be carried out by and under the direction of the corporation, but at the expense in all respects of the Company:

(4.) The cost of constructing, providing, and laying any new sewers, drains, mains, pipes, or apparatus in substitution for those which may be rendered useless by such alteration shall be repaid to the corporation by the Company on demand:

(5.) The Company shall provide and deliver to the corporation a sufficient quantity of land on the westerly side of Byrom Street, between Charles Street and Liverpool Road Station, in Wellington Place, to make such street of the width of twenty-six yards, and lineable with the front wall of the existing Liverpool Road Station, and to cant off the corner at the junction of Charles Street and Lower Byrom Street, so as to correspond with the corner at the junction of Wellington Place and Liverpool Road. The corporation shall, at their own cost, flag, pave, and sewer, and thereafter maintain the land so delivered to them by the Company, so as to form part of Lower Byrom Street.

Extinguishment of rights of way, &c.

13. All rights of way over and along the several roads, footpaths, streets, courts, passages, thoroughfares, or other highways or portions thereof which may, under the provisions of this Act, be stopped up and discontinued, and over any of the lands which may under those provisions be purchased or acquired, shall be and the same are hereby extinguished.

Powers for compulsory purchases limited.

14. The powers by this Act granted to the Company for the compulsory purchase of lands shall not be exercised after the expiration of three years from the passing of this Act.

Notice to be given of taking houses of labouring classes.

15. The Company shall, not less than eight weeks before they take in any parish fifteen houses or more occupied either wholly or partially by persons belonging to the labouring classes as tenants or lodgers, make known their intention to take the same by placards, handbills, or other general notice placed in public view upon or within a reasonable distance from such houses, and the Company shall not take any such houses until they have obtained the certifi-

cate of a justice that it has been proved to his satisfaction that the Company have so made known their intention.

Lessees of North and South Western Junction Railway may acquire lands.

16. Subject to the provisions of this Act, the Company, the Midland Company, and the North London Company (lessees of the undertaking of the North and South Western Junction Railway Company) may from time to time enter upon, take, hold, use, and appropriate to purposes connected with the said undertaking all or any of the lands following, delineated on the deposited plans and described in the deposited books of reference; (that is to say,)

Certain lands in the parish of Ealing, in the county of Middlesex, lying on the south side of and adjoining the North and South Western Junction Railway, and on the west side of and adjoining the Kew curve connecting that railway with the Windsor loop line of the London and South-western Railway Company, and near that company's Kew Bridge Station.

The said lessees may make and carry into effect agreements with respect to the purchase of the said lands, and the use and appropriation thereof.

Period for compulsory purchase of lands by lessees.

17. The powers by this Act granted to the lessees of the undertaking of the North and South Western Junction Railway Company for the compulsory purchase of lands shall not be exercised after the expiration of three years from the passing of this Act.

Joint committee of the lessees may exercise their powers of acquiring lands.

18. The joint committee from time to time acting under the provisions of the North and South Western Junction Railway Act, 1871, may in their own names exercise the power by this Act conferred upon the said lessees of acquiring the lands before described, and they may also in their own names purchase and acquire, and may hold, any lands which the lessees, or any one of them, are or may be by that Act or by any other Act empowered to purchase, either compulsorily or by agreement, for purposes connected with the leased undertaking, and may sell such parts of the lands so purchased as may not be required for those purposes.

Power to Company and Lancashire and Yorkshire Company to acquire lands.

19. Subject to the provisions of this Act, the Company and the Lancashire and Yorkshire Company jointly, or either of them with the consent of the other, may from time to time enter upon, take, hold, use, and appropriate to purposes connected with the North Union Railway all or any of the lands, houses, and buildings following, delineated on the deposited plans and described in the deposited books of reference relating thereto; (that is to say,)

Certain lands, houses, and buildings in the several townships and parishes of Penwortham and Blackburn, in the county of Lancaster, lying near the Farrington Station on the North

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Union Railway, and partly on the east side and partly on the west side of that railway, and partly on the north side and partly on the south side of the line connecting the North Union Railway with the Lancashire and Yorkshire Railway.

The Company and the Lancashire and Yorkshire Company may make and carry into effect agreements with respect to the purchase of those lands, houses, and buildings, and the use and appropriation thereof.

For the protection of the Leyland Hundred Highway Board.

20. Before the Company and the Lancashire and Yorkshire Company, or either of them, enter upon, take, or use the lands in the last preceding section mentioned, they shall construct a footbridge, with the necessary steps leading thereto, over the North Union Railway, at the east corner of the field numbered on the deposited plans of those lands 5, in the parish of Penwortham, and divert the footpath in that field so as to cross such footbridge and join the existing footpath on the other side of the said railway, and they shall also continue the public bridle road numbered on the said deposited plans 26, in the same parish, and known as the Old Town Road, along the westerly side of the North Union Railway as far as the buildings called Twenty-acre, and so as to join the public footpath and level crossing of the North Union Railway there, and shall make and maintain such works and conveniences as may be proper and necessary for the crossing of such railway by such bridle road. The works aforesaid shall be completed within six months after the time limited by this Act for the taking of such lands by the Company or the Lancashire and Yorkshire Company, or one of them, and to the reasonable satisfaction of the surveyor for the time being of the Leyland Hundred Highway Board.

Compulsory purchases by Company and Lancashire and Yorkshire Company limited.

21. The powers by this Act granted to the Company and the Lancashire and Yorkshire Company for the compulsory purchase of lands shall not be exercised after the expiration of three years from the passing of this Act.

Power to Company and Great Western Company to acquire lands.

22. Subject to the provisions of this Act, the Company and the Great Western Company jointly, or either of them with the consent of the other, may from time to time enter upon, take, use, and appropriate to purposes connected with the Birkenhead Railway all or any of the lands, houses, and buildings following, delineated on the deposited plans and described in the deposited books of reference relating thereto; (that is to say,)

Certain lands, houses, and buildings in the township of Newton, in the parish of Saint Oswald, partly in the county of Chester and partly in the county of the city of Chester, lying on the

north-east side of and adjoining the goods station of the said two companies and near the bridge (known as the Flookersbrook Bridge) over the Birkenhead Railway;

Certain lands, houses, and buildings in the township of Hoole, in the parish of Plemondestal, otherwise Plemstall, and Saint John the Baptist, in the county of Chester, lying on the north-east side of and adjoining the said goods station, and between the Hoole Road and the road leading out of Hoole Lane into Bishop's Fields.

The two companies may make and carry into effect agreements with respect to the purchase of the said lands, houses, and buildings, and the use and appropriation thereof.

Compulsory purchases by Company and Great Western Company limited.

23. The powers by this Act granted to the Company and the Great Western Company for the compulsory purchase of lands shall not be exercised after the expiration of three years from the passing of this Act.

Provision with respect to right of way at Sutton Station.

24. The present station road, the property of the Company and the Great Western Company jointly, leading from the Sutton Station on the Hooton and Helsby branch of the Birkenhead Railway (at a point adjoining a public highway to Overpool, in the county of Chester,) to the turnpike road from Chester to Birkenhead, (at a point adjoining or near to the Old Red Lion public-house in Little Sutton, in the parish of Eastham, in the county of Chester,) shall for ever hereafter be a public highway, repairable at the expense of the Company and the Great Western Company jointly. So long as the existing Sutton Station is continued by the Company and the Great Western Company, those companies shall maintain a station entrance on the south-west side of the said Sutton Station from a certain highway called Walker's Lane for all persons on foot lawfully using or coming to and from the said station. All rights of way over or across the said Sutton Station and the buildings, railway, and other property of the Company and the Great Western Company at or adjoining that station shall be and the same are hereby extinguished.

Power to Oldham Company to stop up and appropriate portion of road at Oldham.

25. The Oldham Company may from and after the first day of June one thousand eight hundred and seventy-four, but not sooner, stop up and discontinue as a thoroughfare, and for all other purposes than as an access to their Clegg Street Station, the undermentioned portion of a certain road in the township of Oldham, in the parish of Prestwich-cum-Oldham, in the county of Lancaster, now crossing on the level the railway station and station works of that company at and near their Clegg Street Station aforesaid, (that

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is to say,) so much thereof as extends from the south-east end of the bridge carrying Clegg Street over the Oldham, Ashton-under-Lyne, and Guide Bridge Junction Railway for a distance of one hundred and thirty-five yards or thereabouts in a south-easterly direction from that bridge:

And they may appropriate to the purposes of their undertaking the before-mentioned portion of road:

Subject to the aforesaid reservation of access to the Oldham Company's Clegg Street Station, and to the provisions herein-after contained, all rights of way over the above-mentioned portion of the said road, and all right, title, and claim by or on behalf of any person or corporation whomsoever to any compensation for or in respect of any right of way over the same or in consequence of their property being injuriously affected by the passing of this Act, shall be and are by this Act extinguished as from the said first day of June one thousand eight hundred and seventy-four:

Provided always, that before the Oldham Company stop up the before-mentioned portion of road they shall pay to the Central Mill Company (Limited) and the Star Corn Millers Society (Limited) the sum of four thousand pounds to be divided between those two companies in such proportions as they agree upon, or as, failing agreement, may be determined by arbitration in manner provided by the Common Law Procedure Act, 1854; and the receipt of the Central Mill Company (Limited) and the Star Corn Millers Society (Limited) under their respective common seals (which receipt they are hereby respectively required to give) shall be a sufficient discharge for the money in such receipt expressed to be received, and the Oldham Company shall not be answerable or accountable for or in respect of the division, distribution, application, or non-application thereof.

Contribution by Oldham Company towards cost of other communications.

26. Subject as herein-after provided, the Oldham Company shall also before they stop up the before-mentioned portion of the said road in the township of Oldham pay to the mayor, aldermen, and burgesses of the borough of Oldham (herein-after called "the corporation") the sum of one thousand five hundred pounds, to be applied by them in or towards the formation of new or the improvement of existing streets or communications within the borough in such manner as in their judgment shall be best calculated to remedy or diminish any inconvenience that may be likely to arise from the stopping up of the said road:

The receipt of the corporation under their seal shall be a sufficient discharge for the money therein expressed to be received, and

the Oldham Company shall not be answerable or accountable for or in respect of the application or non-application thereof:

Provided always, that if within three months after the passing of this Act the corporation give to the Oldham Company notice in writing under their seal requiring the construction by that company of a footbridge, then in lieu of paying the said sum of one thousand five hundred pounds the Oldham Company shall pay to the corporation the sum of five hundred pounds, and shall also with reasonable diligence construct and shall dedicate to the use of the public and for ever thereafter maintain a good and sufficient bridge for the passage of foot passengers over their station, station works, and lands between Clegg Street and Woodstock Street, such bridge to be at least six feet in width, and the steps of the approaches to the said bridge not to have a greater rise than eight inches each, and such bridge to be constructed, in case of difference between the corporation and the Oldham Company, to the satisfaction of an engineer to be appointed by the chairman of the quarter sessions for the hundred of Salford, who may and shall direct by whom and in what proportions the costs and expenses of the reference shall be paid, and the Company shall fence off the portion of the said road stopped up under the authority of this Act so as to prevent any further use thereof as a road or thoroughfare.

Saving rights of David Jackson and others under 35 & 36 Vict. c. clxxviii.

27. Nothing in this Act contained shall prejudice, alter, or affect the rights of David Jackson, or of Caroline Riley, John Hilton, and Joshua William Graham, the representatives of James Riley, deceased, with reference to the acquisition by the Oldham Company under the authority of the Manchester, Sheffield, and Lincolnshire Railway (Additional Powers) Act, 1872, of the lands in the township of Oldham belonging or reputed to belong to the said David Jackson, Caroline Riley, John Hilton, and Joshua William Graham, but the amount of the purchase money for such lands shall be assessed as if the before-mentioned portion of road in the said township of Oldham were not by this Act authorised to be stopped up.

The Oldham Company shall not stop up or discontinue the said portion of road until they shall have given notice of their intention to treat for the acquisition of the said lands.

Extending time for sale of certain superfluous lands.

28. The Company may, 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, retain and hold any lands belonging to them which have not yet been

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applied to the purposes of the Company or sold or disposed of by them in the parishes following; (that is to say,)

PARISH.	COUNTY.
Linslade	Buckingham.
Rugby	Warwick.
Castlechurch	Stafford.
Wednesbury	Stafford.
Prescot	Lancaster.
Lancaster	Lancaster.
Ince	Chester.
Llanfihangel Beguildy	Radnor.
Heyop	Radnor.
Llanbister	Radnor.
Llanfihangel Rhydithon	Radnor.
Llandewy Ystradenney	Radnor.
Llanbadarn-fawr	Radnor.
Llandrindod	Radnor.
Llansaintffraid Glan Conway	Denbigh.
Eglwys-fach	Denbigh.
Llanddeget	Denbigh.
Llanrwst	Denbigh.

for the periods following, that is to say, as regards such of the lands as are situate near to or adjoining any railway or station of the Company, or as the Company may be of opinion that they may require for the purposes of stations, sidings, or other conveniences, 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:

But the Company shall at the expiration of such respective periods of ten years and two years sell and dispose of all such parts of those lands respectively as shall not then have been applied to or are not then required for the purposes of their undertaking as superfluous lands.

Repealing provision of Mold and Denbigh Act of 1865.

29. Section 15 ("In certain events a bridge to be erected over railway No. 2 and the Vale of Clwyd Railway") of the Mold and Denbigh Junction Railway (Extensions) Act, 1865, shall be and the same is hereby repealed.

Power to Company to use portion of Festiniog Railway.

30. The Company may pass over and use with their engines and carriages, clerks, officers, and servants, and for traffic of every description, the portion of railway next herein-after described, together with the stations, watering-places, water, booking offices, warehouses, wharves, sidings, approaches, works, and conveniences connected therewith; (that is to say,)

So much of the main line of the Festiniog Railway as lies between the junction therewith of the Bettws and Festiniog Railway of

the Company and the junction with the said main line of the Dyffws branch of the Festiniog Railway;

The said Dyffws branch.

Terms of such use.

31. The terms, conditions, and regulations to which the Company shall be subject in respect of the use of the said portions of the railway and works of the Festiniog Company, and the rent, tolls, or other consideration to be paid by the Company for the same, if not agreed upon between the Company and the Festiniog Company, shall from time to time be determined by an arbitrator to be appointed for that purpose by the Board of Trade on the application of either of the two companies.

The decisions of any such arbitrator shall be binding and conclusive on the companies, and the costs and expenses of the arbitrator shall be defrayed as he shall direct.

Tolls on traffic conveyed partly on the railways of the Company and partly on the railway of the Festiniog Company.

32. During the exercise by the Company of the powers conferred upon them of using the before-mentioned portions of the railway of the Festiniog Company, those portions of railway and the railways of the Company shall, for the purposes of short-distance tolls and charges, be considered as one railway; and in estimating the amount of tolls and charges in respect of traffic conveyed partly on the one railway and partly on the other railway for a less distance than four miles, tolls and charges may only be charged as for four miles; and in respect of passengers, for every mile or fraction of a mile beyond four miles, tolls and charges as for one mile only; and in respect of animals and goods, for every quarter of a mile or fraction of a quarter of a mile beyond four miles, tolls and charges as for a quarter of a mile only; and no other short-distance charge shall be made for the conveyance of passengers, animals, or goods partly on the railway of the Festiniog Company and partly on the railways of the Company.

Byelaws to be observed.

33. The Company in using or traversing the said portions of the railway of the Festiniog Company, in accordance with the provisions herein-before contained, shall at all times observe the regulations and byelaws for the time being in force on the portions of railway so used or traversed, so far as such byelaws shall be applicable to the Company.

Company and Festiniog Company may make agreements.

34. The Company and the Festiniog Company may make and carry into effect agreements with respect to all or any matters having relation to the running powers herein-before conferred upon the Company.

Power to subscribe to undertaking of Oldham Company.

35. The Company may, with the authority of three fourths of the votes of their shareholders present in person or by proxy at a general meeting of the Company specially convened for the purpose,

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from time to time subscribe any sums which they think fit towards the undertaking of the Oldham Company, not exceeding (exclusive of the sums which the Company have already subscribed or are authorised to subscribe to that company) the sum of twenty-five thousand pounds.

The Company may with the like authority contribute and apply in or towards payment of their said subscriptions any moneys which they are already authorised to raise, and which may not be required by them for the purposes of their undertaking, and also any moneys which they are by this Act authorised to raise.

The Company shall, in respect of the sums to be subscribed and the corresponding shares in the undertaking of the Oldham Company to be held by them, have all the powers, rights, and privileges (except in regard to voting at general meetings, which shall be as hereinafter provided), and be subject to all the obligations and liabilities of proprietors of shares in that undertaking.

Provided always, that the Company shall not sell, dispose of, or transfer any of the shares or stock in the Oldham Company for which they may subscribe.

Company while shareholders may vote at meetings of Oldham Company.

36. The Company while shareholders of the Oldham Company may, by writing under their common seal, from time to time appoint some person to attend any meeting of the Oldham Company, and such person shall have all the privileges and powers attaching to other shareholders at such meetings, and may vote thereat in respect of the capital held by the Company in that undertaking.

Every such appointment by the Company of any person to vote on their behalf shall be delivered to the Oldham Company and kept with their records, and shall be at all reasonable times open to the inspection and transcription of all parties interested, and every such instrument shall as between the Company and the Oldham Company as aforesaid be sufficient evidence of the facts therein stated.

Vesting undertaking of St. George's Harbour Company in Company.

37. The undertaking of the Saint George's Harbour Company, and the railway, pier, and other works, buildings, lands, plant, property, estate, moneys, and effects of that company, and all their rights, powers, privileges, and authorities (including the appointment under the provisions of the Llandudno Improvement Act, 1854, of a commissioner for carrying that Act into execution), but subject and without prejudice to the orders and directions of the Court of Chancery and all other proceedings in the said cause of Cramer *v.* Bird in that court, shall be and are by this Act completely and effectually vested in the Company as part of their undertaking, and the Saint George's Harbour Company is by this Act dissolved, except for the purpose of winding up its affairs and giving effect to the said orders, directions, and other proceedings aforesaid.

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Company may exercise powers of St. George's Harbour Company.

38. The Company, save and except as aforesaid, may and shall exercise and fulfil in their own name and under their own seal, and in the names and under the hands of their directors, officers, or servants, all the rights, powers, liabilities, and obligations of the Saint George's Harbour Company, whether with reference to the acquisition of lands, the construction and maintenance of works, the taking, demanding, and recovering of tolls, rates, and charges, or otherwise, in like manner as those rights, powers, liabilities, and obligations are authorised or required to be exercised and fulfilled by that Company.

Confirmation of sale of Clearing House.

39. The sale by the Company of the buildings and premises in the parish of Saint Pancras, in the county of Middlesex, known as the Railway Clearing House, and the purchase thereof by certain persons acting as trustees for or on behalf of the railway companies, parties to the clearing system, and the payment of the purchase money out of funds belonging to those railway companies or some of them, shall be and the same are hereby confirmed.

Power to Company to raise additional money by creation of shares.

40. The Company from time to time may raise for the purposes of this Act, and for the general purposes of their undertaking, by the creation and issue of shares, such capital as they shall think necessary, not exceeding one million pounds, exclusive of the capital which they are or may be authorised to raise by any other Act or Acts of Parliament, and the Company may create and issue such shares either wholly or partially as ordinary, or wholly or partially as preferential shares, as they may think fit.

Shares not to issue until one fifth paid up.

41. The Company shall not issue any share created under the authority of this Act, nor shall any share vest in the person accepting the same, unless and until a sum not being less than one fifth of the amount of such share shall have been paid in respect thereof.

Except as otherwise provided, new shares to be subject to same incidents as ordinary shares.

42. The share capital created by the Company under this Act, and the shares therein and the holders of those shares respectively (except any share capital and shares therein to which a preferential dividend is attached, and the holders of those shares respectively), shall be subject and entitled to the same powers, provisions, forfeitures, liabilities, rights, privileges, and incidents whatsoever, in all respects as if that capital were part of the now existing ordinary share capital of the Company, and those shares were shares in that ordinary capital.

Dividends on new shares.

43. Every person who becomes entitled to a share created by the Company under this Act shall in respect of the same be a shareholder in the Company, and shall be entitled to a dividend,

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either preferential or ordinary, as the case may be, with the other holders of shares of the same class or description, proportioned to the whole amount from time to time called and paid on such new shares.

Votes and qualifications in respect of new shares.

44. The holders of the shares created under this Act shall have rights of voting and qualifications in respect thereof on the principle that each sum of one hundred pounds paid up in respect of the shares held by any such holder shall be deemed equivalent to one original share of one hundred pounds in the capital of the Company, as prescribed by their Act of incorporation.

Provided that no person shall be entitled to vote in respect of any less amount than one hundred pounds paid up.

Provided also, that (unless otherwise specified in any resolution of the Company) no person shall be entitled to vote in respect of any share created or issued under this Act to which a preferential dividend shall be assigned.

Company may create and issue stock in lieu of shares.

45. The Company may raise by the creation of stock the money which they are by this Act or by any other Act passed in the present session of Parliament, whether before or after the passing of this Act, authorised to raise by the creation of shares or any part thereof.

The Company may create and issue such stock either wholly or partially as ordinary, or wholly or partially as preferential stock, as they may think fit, and all the provisions of this Act with respect to the shares by this Act authorised to be created, and the holders thereof, shall, so far as applicable, apply to the stock created under the authority of this present enactment, and the respective holders thereof, as fully and effectually as if those provisions were re-enacted in respect of that stock and the respective holders thereof.

New shares or stock raised under this Act and any other Act of past or present sessions may be of same class.

46. Subject to the provisions of any Act already passed by which the Company are authorised to raise capital by new shares or stock, and to the provisions of this Act, and any other Act passed in the present session of Parliament, whether before or after the passing of this Act, by which the Company may be authorised to raise capital by new shares or stock, the Company may, if they think fit, raise by the creation and issue of new shares or stock of one and the same class all or any part of the aggregate capital which they are by such other Act and this Act respectively authorised to raise by the creation and issue of new shares or stock, but nothing in this Act contained shall empower the Company to issue stock to be paid up by instalments.

Receipt clause in case of per-

47. If any money is payable to a holder of shares or stock in the Company, being a minor, idiot, or lunatic, the receipt of the

guardian or committee of his estate shall be a sufficient discharge to the Company.

son's not sui juris.

48. The Company may from time to time borrow on mortgage for the purposes of this Act, and for the general purposes of their undertaking, in addition to the sums which they are already authorised to borrow, or which they may be authorised to borrow by any other Act or Acts of Parliament, any sum not exceeding in the whole three hundred and thirty-three thousand pounds in manner following, (that is to say,) in respect of each sum of two hundred and fifty thousand pounds of the additional capital of one million pounds by this Act authorised to be raised by the creation of shares or stock, any sums not exceeding in the whole eighty-three thousand three hundred pounds; but no part of any such sum of eighty-three thousand three hundred pounds shall be borrowed until the whole of the respective portion of capital in respect of which it is authorised to be borrowed is issued and accepted, and one half thereof is paid up, and the Company have proved to the justice who is to certify under the fortieth section of the Companies Clauses Consolidation Act, 1845, before he so certifies, that shares or stock for the whole of the respective portion of capital have been issued and accepted, and that one half thereof has been paid up, and that not less than one fifth part of the amount of each separate share or the whole of the stock in such respective portion of capital has been paid on account thereof before or at the time of the issue or acceptance thereof, and that such shares or stock were issued and accepted bonâ fide, and are held by the persons or corporations to whom the same were issued, or their executors, administrators, or assigns, and that such persons or corporations, or their executors, administrators, or assigns, are legally liable for the same.

Power to borrow on mortgage.

Upon production to such justice of the books of the Company and of such other evidence as he shall think sufficient, he shall grant a certificate that the proof aforesaid has been given, which certificate shall be sufficient evidence thereof.

49. Every provision in any Act passed before the present session of Parliament, whereby the Company is authorised to raise by borrowing money for the purposes of their undertaking with respect to the appointment of a receiver for enforcing payment by the Company of arrears of principal money, or principal money and interest, shall be and the same is hereby repealed, but without prejudice to any appointment which may have been made, or to the continuance of any proceedings which may have been commenced prior to the passing of this Act under any such provision.

For appointment of a receiver.

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The mortgagees of the Company may enforce payment of arrears of interest or principal, or principal and interest, due on their mortgages by the appointment of a receiver; and in order to authorise the appointment of a receiver in respect of arrears of principal, the amount owing to the mortgagees by whom the application for a receiver is made shall not be less than ten thousand pounds in the whole.

Company may create debenture stock.

50. The Company may create and issue debenture stock, subject to the provisions of Part III. of the Companies Clauses Act, 1863.

Existing mortgages to have priority.

51. All mortgages or bonds granted or to be granted under the authority of any former Act relating to the Company shall, during the continuance thereof, have priority over any mortgages granted by virtue of this Act, but nothing in this section contained shall affect any priority of the interest of any debenture stock at any time created and issued by the Company.

Application of moneys.

52. All moneys raised under this Act, whether by shares, stock, debenture stock, or borrowing, shall be applied only to the purposes to which by this Act they are made applicable.

Power to apply corporate funds to purposes of Act.

53. The Company may apply to any of the purposes to which the moneys by this Act authorised to be raised are made 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 Acts relating to the Company, and which may not be required for the purposes to which they are by any such Acts made specially applicable.

Midland Company may apply corporate funds to purposes of this Act.

54. The Midland Company may apply for or towards the purposes of this Act which they are empowered to carry into effect any moneys which they now have in their hands, or which they have power to raise by shares or stock, or mortgage, and which are not by any Act relating to that company made applicable to any special purpose, or which being so made applicable are not required for the special purpose.

North London Company may apply corporate funds to purposes of this Act.

55. The North London Company may apply for or towards the purposes of this Act which they are empowered to carry into effect any moneys which they now have in their hands, or which they have power to raise by shares or stock, or mortgage, and which are not by any Act relating to that company made applicable to any special purpose, or which being so made applicable are not required for the special purpose.

Lancashire and Yorkshire Com-

56. The Lancashire and Yorkshire Company may apply for or towards the purposes of this Act which they are empowered to carry

into effect any money which they now have in their hands, or which they have power to raise by shares or stock, or mortgage, and which are not by any Act relating to that company made applicable to any special purpose, or which being so made applicable are not required for the special purpose.

pany may apply corporate funds to purposes of this Act.

57. The Great Western Company may apply for or towards the purposes of this Act which they are empowered to carry into effect any money which they now have in their hands, or which they have power to raise by shares or stock, or mortgage, and which are not by any Act relating to that company made applicable to any special purpose, or which being so made applicable are not required for the special purpose.

Great Western Company may apply corporate funds to purposes of this Act.

58. 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 in the foreshore.

59. Nothing contained in this Act, or in any of the Acts herein referred to, shall authorise the Company to take, use, or in any manner interfere with any land, soil, tenements, or hereditaments, or any rights of whatsoever nature, belonging to or enjoyed or exerciseable by the Queen's most Excellent Majesty in right of her Crown, and under the management of the Commissioners of Her Majesty's Woods, Forests, and Land Revenues, or either of them, without the previous consent in writing of the same Commissioners, or one of them, on behalf of Her Majesty, first had and obtained for that purpose (which consent such Commissioners are hereby respectively authorised to give), and as incidental to any such consent as aforesaid the Company may enter into any agreement with the Commissioners of Her Majesty's Woods, Forests, and Land Revenues, or either of them, who respectively may, with the approval of the Commissioners of Her Majesty's Treasury, join in every such agreement, and the said Commissioners of Her Majesty's Woods, Forests, and Land Revenues, with the like approval, and the Company may respectively execute all necessary conveyances, leases,

Saving rights of the Crown.

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licenses, or other deeds of or relating to any land, hereditaments, or rights belonging to Her Majesty in right of her Crown, and under the management of the same Commissioners, and every agreement so entered into as aforesaid shall be performed by the same Commissioners and the Company respectively. And nothing in the said Act or Acts contained shall divest, take away, prejudice, diminish, or alter any estate, right, privilege, power, or authority now or from time to time vested in or enjoyed or exerciseable by the Queen's Majesty, her heirs or successors.

Interest not to be paid on calls paid up.

60. The Company shall not, out of any money by this Act authorised to be raised, pay interest or dividend to any shareholder on the amount of the calls made in respect of the shares held by him, but nothing in this Act shall prevent the Company from paying to any shareholder such interest on money advanced by him beyond the amount of the calls actually made as is in conformity with the Companies Clauses Consolidation Act, 1845.

Deposits for future Bills not to be paid out of capital.

61. The Company shall not, out of any money by this Act authorised to be raised, pay or deposit any sum which, by any standing order of either House of Parliament now or hereafter in force, may be required to be deposited in respect of any application to Parliament for the purpose of obtaining an Act authorising the Company to construct any other railway or to execute any other work or undertaking.

Railways not exempt from provisions of present and future general Acts.

62. Nothing in this Act contained shall exempt the railways of the Company from the provisions of any general Act relating to railways, or the better and 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 Company.

Expenses of Act.

63. 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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