

the passing thereof, be called "The East Lancashire Railway Company.") And in the said Bill or Bills, it is intended to repeal certain of the said powers and provisions, and to grant other, further, and more effectual powers in the stead thereof.

And it is intended in the said Bill or Bills to authorize the said East Lancashire Railway Company, to alter so much of the line and levels of the railway and works authorized by the first-mentioned Act as lies between, or near to a certain field in the township of Tottington Lower End, in the parish of Bury, in the said county palatine of Lancaster, numbered 191 on the plans of the railway referred to in the said Act; as having been deposited with the clerk of the peace of the county palatine of Lancaster, and a certain field in the township of Tottington Higher End, in the said parish of Bury, numbered 67 on the said plans, and instead of such part of the said railway so proposed to be altered, to make and maintain another line of railway, with all proper works, stations, approaches, and conveniences connected therewith, commencing on the southerly side of a certain road, numbered 192 on the said plans, in the said township of Tottington Lower End, and terminating at the same field, numbered 56 on the same plans, in the said township of Tottington Higher End, and passing from, in, through, or into the following parishes, townships, extra-parochial or other places of Bury, Tottington Lower End, Walmsley-cum-Shuttleworth, and Tottington Higher End, or some of them, all in the said county palatine of Lancaster.

And it is further intended in the said Bill or Bills to authorize the said East Lancashire Railway Company to abandon the formation of, and to relinquish or otherwise to vary and alter so much of the said line of railway, authorized by the said secondly hereinbefore mentioned Act as lies in and between the field, numbered 2 in the said township of Tottington Higher End, on the plans referred to in the said Act secondly hereinbefore mentioned as having been deposited with the clerk of the peace of the said county palatine of Lancaster, and a certain turnpike road, numbered 40 on the said plans, in the township of Old Accrington, in the parish of Whalley, in the said county palatine of Lancaster, and instead of such part of the said line of railway so proposed to be relinquished or altered as last aforesaid, to make and maintain a line of railway, with proper works, stations, and approaches, and conveniences connected therewith, commencing by a junction with the first, hereinbefore described, new or substituted line of railway, in the said township of Walmsley-cum-Shuttleworth, at or near the turnpike road leading from Edenfield to Bolton, and thence passing from, in, through, or into the several parishes, townships, and extra-parochial, or other places of Bury, Walmsley-cum-Shuttleworth, Tottington Higher End, Nusbury, Whalley, Haslingden, Lower Booths, Rossendale Henheads, New Accrington, and Old Accrington, or some of them, and terminating by a junction with the intended East Lancashire Railway, at or near to the town or

village of Accrington, near the said turnpike road, numbered 40 on the said plans, in the township of Old Accrington, hereinbefore referred to.

And it is further intended in the said Bill or Bills to apply for power to make and maintain a railway or branch railway, with all proper works, stations, approaches, and other conveniences connected therewith, commencing by a junction or junctions with the said East Lancashire Railway, in the said township of Lower Booths and parish of Whalley, and passing thence from, in, through, or into the several parishes, townships, hamlets, booths, and extra-parochial, and other places of Bury, Lower Booths, Cowpe, Lenches, New Hall, Hey and Hall Car, Whalley, Newchurch, Deadwin, Clough, Lower Teinstead, Higher, Teinstead, Teinstead and Wolfenden, Rossendale, Rawtenstall, Rochdale, Spotland, Brandwood Lower End, Brandwood Higher End, and Bacup, or some of them, and terminating in the township of Newchurch, in the parish of Whalley, at or near to the town or village of Bacup, all in the said county palatine of Lancaster.

And it is further intended in the said Bill or Bills to apply for power to make and maintain another railway, with all proper works, stations, approaches, and other conveniences connected therewith, commencing by a junction with the last-named intended railway or branch railway in the townships of Lower Booths, or of Newchurch, both in the parish of Whalley, or by a junction with the East Lancashire Railway, in the said township of Lower Booths, and passing thence from, in, through, or into the several parishes, townships, hamlets, booths, and extra-parochial or other places of Whalley, Lower Booths, Higher Booths, Newchurch, Rawtenstall, Rossendale, Crawshaw, Booth, and Deadwin Clough, or some of them, and terminating either in the township of Higher Booths, or in the township of Lower Booths, near to Crawshaw in the parish of Whalley, all in the said county palatine of Lancashire.

And in the said Bill or Bills power will also be applied for to deviate from the line or lines laid down on the plans hereinafter mentioned, to the extent thereon defined, and to divert, stop up, or alter, all such turnpike roads, highways, railways, tramroads, streets, paths, passages, aqueducts, canals, navigations, streams, rivers, sewers, and water-courses, within the parishes, townships, hamlets, booths, and extra-parochial, or other places aforesaid, as it may be necessary or expedient so to divert, stop up, or alter, for the purposes of the said railways, branch railways, works, stations, approaches, and conveniences.

And notice is hereby also given, that it is intended to apply for power in the said Bill or Bills to increase, diminish, and alter the tolls, rates, and duties at present authorized to be demanded and taken by the said East Lancashire Railway Company, for the use of their railways and branch railways, and to enable the said company to levy, and receive other tolls, rates, or duties, in or upon, and in respect of their said railways and branches, and also for power to levy tolls, rates, or duties in respect of the said substituted line or lines of rail-