

In Parliament.—Session 1884.

Lancashire and Yorkshire Railway.

(Connecting Lines at Westhoughton and at Bolton-le-Moors; New Roads, &c., at Formby and at Hightown, near Liverpool; Additional Arch or opening under Lever Street, and Lands at Bolton-le-Moors; Widening Bridge and Lands at Blackburn; Diversion of Road, &c., at Ashton-under-Lyne, and at Kearsley, near Manchester; Additional Arch or Opening under Street at Windsor Bridge, and Diversion of Canal in Salford; Stopping up Footpath at Rawtenstall; Stopping up Footpath at Bank Street, Cheetham, in Manchester, and Authorising Agreements with the Corporation of Manchester; Diversion of Road, &c., at Dark Lane, Mirfield; Works at Heckmond-wike; Diversion of Road, &c., at Liversedge; Abandonment of Authorised Road at Halifax; Additional Lands; Connecting Line at Wakefield; Provision as to Superfluous Lands; Prevention of Trespass; Provident Societies; Powers to London and North Western and Great Northern Railway Companies; Additional Capital; Amendment of Acts).

A PPLICATION is intended to be made to Parliament, in the next session thereof, by the Lancashire and Yorkshire Railway Company (who are hereinafter called "the Company"), for leave to bring in a Bill for the following or some of the following among other purposes, that is to say:—

To enable the Company to exercise the following powers, and to make and maintain the railways and other works hereinafter described, or such of them, or such part or parts thereof as the Bill shall define, with all needful stations, sidings, approaches, works, and conveniences connected therewith respectively, that is to say:—

(a) A railway (Railway No. 1) wholly situate in the township of Westhoughton, in the parish of Dean, in Lancashire, commencing by a junction with the Company's Hindley and Blackrod Branch Railway, about 460 yards measured along the said last-mentioned railway in a northerly direction from the bridge carrying the occupation road over the said railway near Harrison's Fold, and terminating at a point marked 1 mile 2 furlongs and 4 chains upon the plans relating to the Company's Hindley to Pendleton Railway, deposited with the Clerk of the Peace for the County of Lancaster in the month of November, 1882, for the purposes of the Lancashire and Yorkshire Railway Act, 1883.

(b) A railway (Railway No. 2) wholly situate in the township of Great Bolton, in the parish of Bolton-le-Moors, in Lancashire, commencing by a junction with the Bolton and Preston section of the North Union Railway, at a point about 275 yards measured in a westerly direction along the same railway from the centre of the bridge carrying Trinity-street over the said railway, and terminating by a junction with the Bolton and Blackburn line of the Company, at a point about 250 yards measured in a northerly direction along the last-mentioned railway from the centre of Trinity-street bridge aforesaid.

To enable the Company in the county of Lancaster to execute the following works, or some of them, or some part or parts thereof respectively, and to exercise all or some of the following powers, that is to say:—

At Formby, in the township of Formby, in the parish of Walton-on-the-Hill—

(a) To make a new road commencing in and out of Kirklake-road, otherwise New Church-road, at a point about 177 yards westward of the centre of the level crossing of the Company's Liverpool Crosby and Southport Railway at the Formby Station, passing over the said railway, and terminating in Duke-street, at a point about 192 yards eastward of the centre of such crossing.

(b) To abolish the crossing of the Company's said Liverpool Crosby and Southport Railway on the level by Duke-street or Kirklake-road aforesaid, and also by the public footpath leading from Rosemary-lane to the sea, and to stop up all rights of way over the said railway and property by means of the said road and footpath, and to vest in the Company, for their own purposes (so far as the same does not already belong to them), the site and soil thereof, if and so far as they are the owners of the adjoining land on both sides.

(c) To acquire by compulsion or agreement certain lands lying on the westerly side of the said Liverpool Crosby and Southport Railway, and bounded on the south by Kirklake-road, otherwise New Church-road, aforesaid, and on the north by Wicks-lane. Also certain other lands lying on the easterly side of the said railway, and bounded on the south by Duke-street aforesaid, and on the east by Queen's-road, otherwise Four Acre-lane, and to stop up all rights of way over, and to vest in the Company, for their own purposes, the site and soil of so much of the said footpath as is situate on the northern side of the said lands.

At Hightown in the parish of Sefton—

(a) To make a new road wholly situate in the township of Little Crosby, commencing in and out of the road leading from the Hightown Station of the Company to the sea, at a point in the said road about 220 yards, measured in a westerly direction along that road, from the centre of the existing line of that road, crossing over the Company's said Liverpool Crosby and Southport Railway, and terminating in Alt-road, otherwise Sandy-lane, at a point about 170 yards, measured in a north-easterly direction along such last-mentioned road, from its junction with Acre-lane.

(b) To abolish the crossing of the Company's said Liverpool Crosby and Southport Railway on the level by the said road leading from Little Crosby to the sea, and to stop up all rights of way over the said railway and property along that road, and to vest in the Company for their own purposes (so far as the same does not already belong to them) the site and soil thereof for a distance of 20 yards on both sides of the said level crossing.

(c) To acquire by compulsion or agreement the lands following, that is to say:—

(1) Certain lands situate partly in the said township of Little Crosby and partly in the township of Ince Blundell, both in the said parish of Sefton, lying on the easterly side of the Company's Liverpool Crosby and Southport Railway, a portion of which lands abuts on the booking offices at the Hightown Station.

(2) Certain lands situate in the said