

Clerk of that parish, at his office, Vestry Hall, Kennington-green; as regards the parish of St. Giles, Camberwell, with the Vestry Clerk of that parish, at his office, Vestry Hall, Peckham-road; and in the case of each other parish, with the Parish Clerk thereof, at his residence; and in the case of any extra-parochial place, with the Parish Clerk of some immediately adjoining parish, at his residence.

Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December next.

Dated this 9th day of November, 1883.

Newman, Stretton, and Hilkiard,
75, Cornhill, London,
H. J. Verrall, Brighton,
William Bell, 27, Great George street,
Westminster, Parliamentary Agent.

} Solicitors.

In Parliament.—Session 1884.

West Lancashire Railway (Extensions).

(Extensions to Lytham, Saint Anne's-on-the-Sea, and Blackpool, and to the Preston Docks, in the County of Lancaster; Compulsory Purchase of Lands; Taking of Common or Commonable Land; Power to Purchase part only of Houses, Buildings, and Manufactories; Stopping up and Diversion of Roads, &c.; Underpinning Buildings; Levying of Tolls or Rates; Application of Existing and Raising of New Capital; Separate Undertakings; Running Powers; Incorporation, Repeal, and Amendment of Acts, and other purposes).

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, by the West Lancashire Railway Company (hereinafter referred to as "the Company"), for an Act for the following or some of the following purposes, that is to say:

To enable the Company to made and maintain the railways and works hereinafter described, or some part or parts thereof respectively, together with all necessary and convenient or incidental works, stations, approaches, bridges, roads, communications, and other conveniences connected therewith respectively, that is to say:

(1) A Railway No. 1, wholly in the parish, township, and borough of Preston, commencing by a junction with the West Lancashire Railway, at a point on that railway 175 yards or thereabouts, measured in a southerly direction from the south-west corner of the engine-shed at the Preston Station of the West Lancashire Railway, and terminating at a point on the Preston Marsh, 310 yards or thereabouts, measured in a north-westerly direction, from the west corner of the Victoria warehouses, and 142 yards from the north-eastern side of the public road known as West Strand, measured in a south-westerly direction at right angles thereto.

(2) A Railway No. 2, commencing in the parish, township, and borough of Preston, by a junction with the proposed Railway No. 1, at a point on that proposed railway where it is intended to cross the Ribble Branch Railway 150 yards or thereabouts, measured in a westerly direction along that railway, from the western face of the tunnel of the Ribble Branch Railway under Fishergate-hill, and terminating in the township of Layton-with-Warbreck and parish of Bispham, in the borough of Blackpool, at a point at or near the north-western corner of the front garden of the house No. 13, in the street known as Albert-road. The said

railway will pass from, into, or through and be situate in the following parishes, townships, and places, viz.: Bispham, Poulton-in-the-Fylde, Lytham, Kirkham, and Preston; Layton-with-Warbreck, Marton, Bispham-with-Norbreck, Lytham, Warton, Freckleton, Newton-with-Scales, Clifton-with-Salwick, Lea, Ashton, Ingoel, and Cottam, Preston; Great Marton, Bispham, Little Marton, Lea, and Ashton; St. Anne's-on-the-Sea, and South Shore, all in the county of Lancaster. The before-mentioned railways and works will be situate wholly in the county of Lancaster.

To enable the Company to purchase, by compulsion or otherwise, all or any of the lands and houses, situate in the before-mentioned parishes, townships, extra-parochial and other places, and delineated on the plans to be deposited as hereinafter mentioned, and any other lands and houses which may be required for the purposes of the said intended railways and works; to alter, vary, and extinguish all existing rights and privileges connected with such lands and houses, or which would in any manner impede or interfere with the construction, maintenance, and use of the said intended railways and works, or the objects or purposes of the intended Act.

For the purposes of the intended railways a portion, estimated to contain 20 acres or thereabouts, of common or commonable lands, part of Preston Marsh, in the township and parish of Preston, in the county of Lancaster, are intended to be taken by the Company.

To empower the Company to purchase so much of any property as they may require for the purposes of the intended Act, without being subject to the liability imposed by the 92nd section of the Lands Clauses Consolidation Act, 1845.

To empower the Company to cross, stop up, and remove, alter, or divert, either temporarily or permanently, all such turnpike-roads, highways, streets, and other roads, footpaths, railways, tramways, sidings, passages, and places, bridges, piers, landing-places, rivers, streams, canals, waters, watercourses, sewers, drains, pipes, buildings, telegraph, electric lighting, and telephone wires and apparatus, and works of all descriptions as may be necessary or convenient in executing the purposes of the intended Act, and to appropriate the sites thereof respectively to the use of the Company, and the purposes of their undertaking, and particularly so to stop up, divert, and appropriate the site and soil of and to extinguish all rights of way over the following streets, roads, and thoroughfares, viz.: West Strand, Hartington-street, Marsh-lane, in the parish of Preston, Albert-road, Great Marton-road, Hull-road, Hornby-road, and Vance-road, Blackpool, in the parish of Bispham, all in the county of Lancaster.

To underpin or otherwise secure or strengthen any houses or buildings which may be rendered insecure or affected by any of the intended works, and which houses and buildings may not be required for the purposes thereof.

To empower the Company to make lateral and vertical deviations from the lines and levels of the intended railways and works, as shown on the plans and sections hereinafter referred to and mentioned, to such extent within the defined limits or otherwise as may be prescribed by the intended Act.

To empower the Company to levy tolls, rates, duties, and charges for or in respect of the intended railways and works, and to alter existing tolls, rates, and duties, and to confer,