

to each of the parishes in or through which the intended railways and works are to be made, or in which any lands intended to be taken are situate, together with a copy of this notice published as aforesaid, will be deposited with the parish clerk of each such parish at his residence, and in case of any extra-parochial place, with the parish clerk of some parish adjoining thereto at his residence, or, in the absence of a parish clerk, with the clergyman in charge at the vicarage.

Printed copies of the 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 18th day of November, 1891.

JOHN BAKER, 35, New Broad-street, London, Solicitor.

W. and W. M. BELL, 27, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1892.

Liverpool Overhead Railway.

(Extension of Time for Construction of Authorised Railways and Works; Construction of New Railways, Shafts, and Openings from Streets; Exceptional Limits of Deviation; Underpinning; Compulsory Purchase of Lands, Easements Over or Under Streets, Land, Houses, and Buildings; Purchase of Part only of Property; Electricity, Steam, or other Motive Power; Breaking Up of Streets and Appropriation of Subsoil; Intended Railways to Form Part of Existing Undertaking or a Separate Undertaking; Tolls; Further Capital and Borrowing Powers; Alteration of Existing Borrowing Powers; Subscription by Corporation of Liverpool; Amendment of Agreements Scheduled to Acts 1888 and 1889; Repeal, Amendment, and Incorporation of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session by the Liverpool Overhead Railway Company (hereinafter called "the Company") for leave to bring in a Bill for an Act for the following, or some of the following, purposes:—

To extend the time limited by the Mersey Docks and Harbour Board (Overhead Railways) Act, 1887 (hereinafter called "the Act of 1887"), for the construction of the railways authorised by the Mersey Docks and Harbour Board Overhead Railways Act, 1882 (hereinafter called "the Act of 1882"), except such part of Railway No. 1 as was authorised to be abandoned by the Mersey Docks and Harbour Board Act, 1889 (hereinafter called "the Act of 1889"), to extend the time limited by the Act of 1887 for the construction of the Railway No. 1A, thereby authorised, and to extend the time limited by the Act of 1889 for the construction of the deviation railway thereby authorised.

To authorise the Company to make and maintain the railways hereinafter mentioned, together with all proper and sufficient viaduct, columns, bridges, tunnels, subways, shafts, lifts, drains, rails, junctions, sidings, turntable, engines, wires, conductors, stations, approaches, roads, buildings, yards, and other works and conveniences connected therewith (that is to say):

1. A railway (northern extension) commencing in the borough of Bootle, and township of Bootle-cum-Linacre, and parish of Walton-on-the-Hill, by a junction with the authorised Liverpool Overhead Railway No. 1 in course of construction, at a point in the Liverpool dock estate of the Mersey Docks and Harbour Board, 147 yards, or thereabouts, measured in a south-easterly

direction (in line with the said Liverpool Overhead Railway in course of construction) from the sea-wall forming the northern boundary of the said estate, and terminating in the township of Litherland, and parish of Sefton at a point in the centre of Fort-road in a line with the south-western boundary wall of Crosby-road South, and which railway will be wholly situate in the townships and parishes of Bootle-cum-Linacre, Walton-on-the-Hill, Litherland, and Sefton.

2. A railway (southern extension) wholly situate in the extra-parochial place of Toxteth-park commencing by a junction with the said authorised Railway No. 1 in the said Liverpool dock estate adjoining and on the western side of Sefton-street, at a point 48 yards, or thereabouts, measured at right angles eastward from the eastern wall of the Harrington Dock, and 188 yards, or thereabouts, measured in a northerly direction from the north wall of the Herculeaneum Half-tide Dock, and terminating on the north-west side of and 10 yards, or thereabouts, distant from Ullet-road at a point 137 yards, or thereabouts, measured in a south-westerly direction from the junction of that road with Lodge-lane, which railway will for the greater portion of its length be constructed as an underground railway.

All the intended railways and works will be situate in the county palatine of Lancaster.

To authorise the construction and maintenance of shafts or openings from the surface of any road, land, street, square, park, or public place to any portion of the proposed railways and works constructed under the surface thereof, subject to such provisions and limitations as may be mentioned in the intended Act.

To authorise lateral and vertical deviations from the line and level of the intended railways to the extent shown on the plans hereinafter mentioned, or as may be provided by the Bill, and in either case beyond the limits of lateral and vertical deviation prescribed by the Railway Clauses Consolidation Act, 1845.

To authorise and provide for the underpinning, or otherwise securing and strengthening, of any houses, factories, or buildings which may be rendered insecure or affected by the construction or working of the intended railways and works, and which houses, factories, or buildings may not be required to be taken for the purposes of the undertaking.

To authorise the Company to purchase by compulsion or agreement lands, houses, and other property within the parishes and places aforesaid for the purposes of the intended works, and notwithstanding the 92nd section or any other provision of the Lands Clauses Consolidation Act, 1845, or any Act amending the same, to empower the Company to purchase and take by compulsion or agreement any lands, vaults, cellars, arches, or parts of, or attached to, or belonging to any houses, buildings, manufactories, or other premises, without being required or compelled to purchase the whole of such land, house, building, manufactory, or premises, and to empower the Company to take or acquire easements for carrying the intended railways and works under or over any street, road, land, house, building, manufactory, or premises, cellars, vaults, arches, or other constructions, or any part thereof, or the site thereof, and to vary or extinguish all rights and privileges connected with such streets, roads, lands, houses, buildings, manufactories, and property.

To empower the Company to work the intended railways, as also the railways authorised by the Acts of 1882, 1887, and 1889, by elec-