

powers and provisions, or some of them, of the Rossendale Waterworks Act, 1853, and the Rossendale Waterworks Amendment Act, 1854, and any other Acts of, or relating to, the Company, and to incorporate and apply, with or without modification, or render inapplicable all or some of the provisions of the following Acts:— the Lands Clauses Acts, the Waterworks Clauses Acts, 1847 and 1863; the Public Health Act, 1875; the Municipal Corporations Acts; the Local Loans Act, 1875; and all Acts amending those Acts respectively.

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, 1893.

Dated this 16th day of November, 1893.

JAMES HEYWORTH, Town Clerk, Bacup.

LEWIN, GREGORY and ANDERSON, 13, King-street, Whitehall, London, S.W., Parliamentary Agents.

In Parliament.—Session 1894.

Great Northern Railway.

(Railways at Finsbury Park: Diversion of Footpath at Honington; Stopping up Road at Scalford; Abolition of Level Crossing at Awsworth; Additional Lands in the Counties of London, Hertford, Cambridge, Lincoln and the West Riding of the County of York; Transfer of Undertaking of Hunslet Railway Company and Dissolution of that Company, and Deviation of a portion of the authorised Railway of the Hunslet Company; Compulsory Purchase of Lands; Vesting in Company of usual powers given to Railway Companies; Power to Company to levy Tolls, &c.; Exemption from Section 92 of Lands Clauses Consolidation Act, 1845; Provision as to Underpinning; Maintenance of Diverted or Substituted Roads and Footpaths; Agreements with Local Authorities; Appropriation of Lands of Company for Labouring Class Dwellings; Lease of Stamford and Essendine Railway; Extension of Time for Sale of Superfluous Lands; Powers to Company and the Corporation of Morley to enter into and fulfil Agreements; Supply of Water by Company; Transfer of the Halifax High Level Railway to the Company and the Lancashire and Yorkshire Railway Company; Dissolution of the Halifax High Level Company; Joint Committee of the Company and the Lancashire and Yorkshire Railway Company for Management of Halifax High Level Railway; Additional Capital by the Company; Power to Company and to Lancashire and Yorkshire Company to apply their Funds; Incorporation, Repeal and Amendment of Acts.)

A PPLICATION is intended to be made to Parliament in the next Session thereof, by the Great Northern Railway Company (hereinafter referred as "the Company"), for leave to bring in a Bill for the following, or some of the following, among other purposes (that is to say):—

1. 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 parts thereof as the Bill shall define, with all needful stations, sidings, approaches, works and conveniences connected therewith respectively, that is to say:—

Railways at Finsbury Park.—A Railway (No. 1), wholly in the parishes of St. Mary, Islington, in the county of London, and Saint Mary, Hornsey, in the county of Middlesex, commencing in the said parish of Saint Mary, Islington, by a junction with the down slow line of the Company, at a

point about 183 yards measured along the said slow line in a northerly direction from the centre of the bridge carrying the down line of the Canonbury branch of the Company under their main line, and terminating in the said parish of St. Mary, Hornsey, by a junction with the said down slow line at a point about 170 yards measured along that line in a southerly direction from the south-west face of the bridge carrying the up line of the High Barnet branch of the Company over their main line;

A Railway (No. 2), wholly in the said Parishes of Saint Mary, Islington, and Saint Mary, Hornsey, commencing in the said Parish of Saint Mary, Islington, by a junction with the down passenger line of the Canonbury branch of the Company, at a point opposite, or nearly opposite, the southern end of signal box No. 2, and terminating in the said parish of Saint Mary, Hornsey, by a junction with the intended Railway No. 1, at a point about 240 yards measured in a southerly direction along the said down slow line from the south-west face of the bridge carrying the up line of the High Barnet branch over the main line of the Company;

A Railway (No. 3), wholly in the said parish of Saint Mary, Islington, commencing by a junction with the said down line of the Canonbury branch, at a point about 67 yards measured in a southerly direction along that line from a point on the said down line opposite the southern end of the said signal box No. 2, and terminating by a junction with the intended Railway No. 2, at or near the south-eastern side of Wells-road, at a point about 9 yards from its junction with Stroud-green-road;

A Railway (No. 4) wholly in the said Parishes of Saint Mary, Islington, and Saint Mary, Hornsey, commencing in the said parish of Saint Mary, Islington, by a junction with the down goods line of the Canonbury branch, at a point opposite or nearly opposite the southern end of signal box No. 2, and terminating in the said parish of Saint Mary, Hornsey, by a junction with the down goods line of the Company, at a point about 240 yards measured in a northerly direction along that goods line from the north-eastern side of the bridge carrying that line over Stroud-green-road;

A Railway (No. 5), wholly in the parish of Saint Mary, Islington, commencing by junction with the said intended Railway No. 4, at a point about 65 yards south-west of the south-west corner of the milk traffic shed of the Company at Finsbury-park Station, and terminating by a junction with the coal sidings of the Company in Finsbury-park Coal Yard, adjoining Stroud-green-road, about 15 yards measured in a north-westerly direction along the said sidings from the north-west side of Wells-road;

2. To empower the Company to execute the following works and exercise the following powers, that is to say:—

Diversion of footpath at Honington.—To enable the Company, in the parish of Honington, in the parts of Kesteven, in Lincolnshire, to divert the public footpath leading from Honington to Carlton Scroope, such diversion to commence in the existing footpath, at a point about 20 yards measured in a southerly direction along the said footpath from the boundary fence on the south-