

In Parliament.—Session 1894.

London and North Western Railway.

(Additional Powers to Company with reference to deviations and alterations of authorized Railways and other Works, Roads, Footpaths, and Lands in the Counties of Lancaster, York (West Riding), Northampton, Chester, Derby, Warwick, Leicester, Stafford, Westmorland, Monmouth, Glamorgan, Flint, and Carnarvon; Powers to Company and Great Western Railway Company as to Lands in County of Chester; Powers to Shropshire Union Railways and Canal Company as to Lands in County of Stafford; Abandonment of Griff Branch Extension; Extension of Time for Sale of Superfluous Lands of Company and of Company and Midland Railway Company; Powers to Dundalk, Newry, and Greenore Railway Company as to Lands at Greenore; Additional Capital and Application of Funds by Company, Great Western Railway Company, and Shropshire Union Railways and Canal Company; Amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the London and North Western Railway Company (hereinafter called "the Company") for an Act for the following purposes, or some of them (that is to say):

To empower the Company to make and maintain the following deviations and alterations of their authorized railways, with all proper stations, sidings, roads, approaches, works, and conveniences connected therewith (that is to say):

**A** deviation and alteration in the township of Sutton, in the parish of Prescott, in the county of Lancaster, of the line and levels of so much of the Company's railway, at Peasley Cross, authorized by the London and North Western Railway Act, 1891, as lies between a point on the centre line of the said railway 28 chains, or thereabouts, from the commencement of the said railway, as shown on the deposited plans referred to in the said Act, and the termination of the said railway:

And to empower the Company to abandon the construction of so much of the said railway at Peasley Cross as will be rendered unnecessary by the construction of the intended deviation and alteration:

The alteration in the township and parish of Kirkheaton, in the West Riding of the county of York, of the levels of so much of the Company's Heaton Lodge and Wortley Railway No. 1, authorized by the London and North Western Railway (Heaton Lodge and Wortley Railways) Act, 1892, as lies between its commencement, as shown upon the deposited plans referred to in the said Act, and a point 27 yards, or thereabouts, east of Wood-lane, for the purpose of carrying the said railway under, instead of over, the Lancashire and Yorkshire Railway, and to amend, alter, or repeal the provisions of Section 18 of the said Act, or some of them.

To empower the Company to execute the works and exercise the powers following (that is to say):

In the parish of Braunston, in the county of Northampton.

To stop up and discontinue so much of the public footpath which leads from Braunston to a point in the public road from Rugby to Daventry, 320 yards, or thereabouts,

south-east of the Old Ship Inn at Braunston Wharf, as extends for a distance of 310 yards, or thereabouts, northward from the said public road.

In the township of Keckwick, in the parish of Runcorn, in the county of Chester.

To stop up and discontinue so much as lies between the boundaries of the Company's property of the public footpath which crosses the Company's Grand Junction Railway on the level, 600 yards, or thereabouts, south-west of Moore Station, and to carry the footpath over the said railway by means of a footbridge.

In the townships of Charnock Richard and Coppull, in the parish of Standish, in the county of Lancaster.

To stop up and discontinue so much of the footpath from Clancutt House to the public road near Jepson's Farm as lies between Clancutt House and a point on the said footpath 160 yards, or thereabouts, south-east of its junction with the said road, and so much of the footpath from Clancutt House which crosses the Company's North Union Railway on the level, 120 yards, or thereabouts, south of the level crossing of that railway by the first-mentioned footpath as lies between Clancutt House and the west side of the said railway, and to make (1) a new footpath commencing by a junction with the said first-mentioned footpath at the said point, 160 yards, or thereabouts, south-east of the said road, and terminating at Clancutt House, and (2) a new footpath along the west side of the said railway, as widened between the first-mentioned new footpath and the second-mentioned existing footpath, and to carry the first-mentioned new footpath over the said railway by means of a footbridge.

In the township of Hartington Upper Quarter, in the parish of Hartington, in the county of Derby.

To stop up and discontinue so much as lies between the boundaries of the Company's property of the footpath from Harpur Hill, which crosses the Company's Cromford and High Peak Railway on the level, at a point 115 yards, or thereabouts, north-east of the junction of the Old Kiln siding with that railway, near the Buxton Lime Firms Company's works, and to make a new footpath along the north side of the said railway from the said footpath to the bridge road which crosses the said railway on the level 100 yards, or thereabouts, south-west of the said junction.

In connection with the construction of the Railway No 1, authorized by the London and North Western Railway (Heaton Lodge and Wortley Railways) Act, 1892, to execute the works and exercise the powers following (that is to say):—

In the township and parish of Mirfield, in the West Riding of the county of York.

(A) To stop up and discontinue the public footpath along the eastern side of the garden of Littlemoor House, Mirfield, between the public road from Huddersfield to Dewsbury and the road numbered on the deposited plans referred to in the said Act 98 in the parish of Mirfield, and also so much of the footpath in the field numbered on the said plans 99 in the parish of Mirfield, as lies between the said road numbered 98 and a point 90 yards, or thereabouts, southwards from the last-mentioned road, and in