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A notice stating the objects of the Bill has been or will be published in full on the 17th and 24th days of November instant in the Birkenhead News newspaper.

Dated this 16th day of November, 1923.

GILL, ARCHER, MAPLES AND DUN, 14,
Cook Street, Liverpool, Solicitors.

DYSON, BELL AND CO., 3A, Deans-yard,
Westminster, S.W. 1, Parliamentary
Agents.

067

In Parliament.—Session 1924.

LONDON MIDLAND AND SCOTTISH RAILWAY.

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session by the London Midland and Scottish Railway Company (hereinafter referred to as "the Company") for an Act for the following amongst other purposes:—

1. To empower the Company to make and maintain the following works and to exercise the following powers—

In the county of Leicester—a railway widening in the parishes of Kibworth Beauchamp and Kibworth Harcourt in the rural district of Market Harborough and the parishes of Burton Overy and Glen Magna in the rural district of Billesdon about 1 mile 6 furlongs in length.

In the county of Derby—a railway widening in the urban districts of Belper and Heage and the parish of Alderwasley in the rural district of Belper about 1 mile 4 furlongs in length and a railway widening in the parish of Staveley in the rural district of Chesterfield and the urban district of Bolsover about 2 miles 1 furlong in length.

In the county of Lancaster—a new road in the urban district of Chadderton.

In the West Riding of the county of York—to stop up a footpath in the parish of Walton in the rural district of Wakefield.

In the county of Flint—a lengthening of the bridge carrying the road over Prestatyn Station in the urban district of Prestatyn.

And to empower the Midland and Great Northern Railways Joint Committee in the county of Norfolk to reconstruct the bridge carrying the Martham to Great Yarmouth road over their railway in the parish of Hemsby in the rural district of East and West Flegg.

2. To authorise the Company and the said Committee to acquire lands by compulsion or agreement in the said areas and elsewhere and also lands in the city of Birmingham in the county of Warwick, in the parish of Draycott in the rural district of Shardlow, the borough of Chesterfield and the parishes of Staveley and Tupton in the rural district of Chesterfield all in the county of Derby, in the borough of Widnes, the parish of Bold in the rural district of Whiston, the parishes of Ellel and Ashton with Stodday in the rural district of Lancaster, the urban district of Chadderton and the city of Manchester all in the county of Lancaster, in the city of Leeds in the West Riding of the county of York, in the parish of Lambrigg in the rural district of South

Westmorland and the parishes of Shap Rural, Thrimby and Little Strickland in the rural district of West Ward all in the county of Westmorland, in the parish of Hesket in the Forest in the rural district of Penrith in the county of Cumberland and in the urban district of Prestatyn in the county of Flint and in connection therewith or otherwise for the purposes of the intended Act to stop up discontinue or divert roads footpaths and level crossings and to extinguish rights of way in all or any of the areas mentioned in this Notice and to divert the River Rother in the said parish of Staveley; to confirm the acquisition of other lands already acquired by the Company and the Great Central and North Staffordshire Railway Committee and the construction of a diversion of the Ashby Canal in the urban district of Ashby Wouds in the county of Leicester about 35 chains in length and to confer powers upon the Company and other companies and joint committees with respect to the retention use sale lease or disposal of lands.

3. To extend the time for the completion of Railway No. 2 authorised by the Lancashire and Yorkshire Railway Act 1891, Railways Nos. 2 and 3 authorised by the Lancashire and Yorkshire Railway (Various Powers) Act 1902, Railway (No. 2) authorised by the Axholme Joint Railway (Hatfield Moor Extension Light Railway) Order 1905, the Hatfield Moor Further Extension Railway authorised by the Lancashire and Yorkshire and North Eastern Railways Act 1909 and Railways Nos. 2 and 3 authorised by the Lancashire and Yorkshire Railway Act 1913 and to revive the powers for the compulsory purchase of lands for the Barking and Upminster Widening authorised by the Midland Railway Act 1914.

4. To authorise the abandonment of Railway No. 1 authorised by the Lancashire and Yorkshire Railway (Various Powers) Act 1904, Railway No. 5 authorised by the Lancashire and Yorkshire Railway Act 1913 the Railways authorised by the Clayton-le-Moors Light Railway Order 1912 and the Church Road Station Birmingham.

5. To provide for the appointment of a Joint Committee for the management of railways now managed by various joint committees of the Company and the London and North Eastern Railway Company to empower the Company to supply electricity to the Crewe Corporation and to make provision for preventing the acquisition by uninterrupted user of rights of way over private roads and footpaths of the Company and to confer further powers with reference to housing accommodation for the employees of the Company, railway police, powers of arrest and search, trespass on railway property, improper use of railway carriages and stone throwing on the railway.

6. To limit the amount payable by the Company upon the absorption of the Leek and Manifold Valley Light Railway Company in pursuance of the provisions of the Railways Act 1921 and to provide for the winding up of that Company.

7. To increase the capital and borrowing powers of the Company to authorise them to establish a savings bank and to make provision with reference to the shareholders address book of the Company and the closing of their registers etc.