

deposited in the Private Bill Office of the House of Commons, on or before the 23rd day of December, in the present year.

Dated this 12th day of November, 1861.

Whitelock and De Gea, 8, Serle-street, Lincoln's-inn, London, Solicitors for the intended Act.

H. and W. Toogood, 16, Parliament-street, London, Parliamentary Agents.

In Parliament, Session 1862.

Spalding and Bourn Railway.

(Incorporation of Company for making a Railway between Spalding and Bourn; Powers over Great Northern Railway at Spalding, and over Bourn and Essendine Railway; Powers affecting Great Northern and other Companies.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to incorporate a Company (hereinafter called "the Company") and to enable them to make and maintain the railways, or one of the railways, after mentioned, together with all necessary stations, approaches, works, and conveniences connected therewith respectively (that is to say):—

1. A railway, commencing by a junction with the Great Northern Railway, in the parish of Spalding, at or near where the Norwich and Spalding Railway joins the said Great Northern Railway near the highway from Spalding to Bourn, and terminating by a junction with the Bourn and Essendine Railway, at or near the terminus thereof at Bourn, and near to the Lincoln Heath and Peterboro' turnpike-road, in the parish of Bourn. The said intended railway will pass through or into the several parishes and places following, or some of them, viz.; Spalding, Pinchbeck, Pinchbeck West, Deeping Fen and Deeping St. Nicholas, in the Holland division of Lincolnshire and Deeping Fen, Deeping St. Nicholas and Bourn, in the Kesteven division of the said county.

2. A railway situate wholly in the said parish of Spalding, commencing by a junction with the before-mentioned intended railway at or near the fence separating the arable field belonging, or reputed to belong, to the trustees of the marriage settlement of John Hope Maclean with the daughter of the late James Addleshaw Pollard, and in the occupation of Hannah Grimes, from the arable field belonging, or reputed to belong, to John Hall, and in the occupation of Benjamin Neal, and which said last-mentioned field abuts upon and lies to the south-east of the highway called the Horse Shoe Road, and terminating by a junction with the Norwich and Spalding Railway at or near the point where the highway called Thomazine-lane is crossed by the Norwich and Spalding Railway.

And it is also proposed by the said Bill to apply for the following, or some of the following, among other powers:—To cross, stop up, alter or divert, whether temporarily or permanently, roads, railways, tramways, aqueducts, canals, drains, sewers, streams, and rivers, so far as it may be necessary in constructing or maintaining the said railways or the works connected therewith.

To purchase lands, houses, and other property by compulsion or agreement for the purpose of the said intended railways and works, to levy tolls and charges in respect thereof, and to alter existing tolls and charges.

To enable the Company and all Companies and persons lawfully using the railways of the Company, to run over, work, and use with their engines and carriages of every description, and

with their clerks, officers, and servants, upon such terms and conditions, and on payment of such tolls and charges as may be agreed upon, or as in case of difference shall be settled by arbitration, the Bourn and Essendine Railway, and so much of the Great Northern Railway as will lie between the junction therewith of the intended railway firstly hereinbefore described, and the Spalding Station of that railway, including the use of that station and also of the booking-office, watering-places, and sidings thereat, and also of the stations, watering-places, booking-offices, landing-places, sidings, works, and conveniences connected with the said Bourn and Essendine Railway.

To require the Great Northern, the Norwich and Spalding, the Lynn and Sutton Bridge, and the Bourn and Essendine Railway Companies (hereinafter called the four Companies) and their respective lessees and assigns, to receive, book, through, and forward all passengers, goods, animals, and other traffic, and to afford all necessary facilities for the passage and transmission of all traffic of whatever description, and of the carriages conveying the traffic coming from or destined for the undertaking of the Company, upon such terms and conditions as may be agreed upon, or, failing such agreement, as shall be settled by arbitration, and if need be to alter the tolls and charges which the four Companies may respectively receive and take upon their respective railways, and to confer exemptions from such tolls and charges.

To enable the Company on the one hand, and the said four Companies, or any one or more of them, on the other hand, to enter into agreements and arrangements with respect to the working, use, management, and maintenance of the said intended railways, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic on the said intended railways, and the conditions to be performed with respect to such working, use, management and maintenance, and the collection, appropriation, apportionment and distribution of the revenue arising from the said intended railways.

The intended Act will vary and extinguish all existing rights and privileges which would in anywise interfere with any of its objects, and it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," and "The Railways Clauses Consolidation Act, 1845," and it will amend and enlarge the powers and provisions of the several Acts (local and personal) following, and of any other Acts relating to the four Companies (that is to say):—9 & 10 Vict. cap. 71 and 88; 10 & 11 Vict. cap. 148; 11 & 12 Vict. cap. 114; 14 & 15 Vict. cap. 45; 16 & 17 Vict. cap. 60; 18 & 19 Vict. cap. 124, 20 & 21 Vict. cap. 138; 21 & 22 Vict. cap. 113; 22 Vict. cap. 35; 23 & 24 Vict. cap. 168 and 67; and 24 & 25 Vict. cap. 70, relating to the Great Northern Railway Company; 16 & 17 Vict. cap. 124, and 22 & 23 Vict. cap. 118, relating to the Norwich and Spalding Railway Company; "The Lynn and Sutton Bridge Railway Act, 1861," relating to the Lynn and Sutton Bridge Railway Company; "The Bourn and Essendine Railway Act, 1857," relating to the Bourn and Essendine Railway Company.

And notice is hereby further given, that on or before the 30th day of November, 1861, plans and sections of the proposed railways, with a book of reference to the plans, and a published map, with the lines of railway delineated thereon, and a copy of this notice, as published in the London Gazette, will be deposited with the Clerk of the Peace for the said Holland division of Lincolnshire, at his office at Boston, and with the Clerk