

Duplicates plans and sections, describing the lines, situation and levels of the proposed works, and the lands, houses and other property in or through which they will be made, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses and other property; also a published map with the lines of Railway delineated thereon, so as to show their general course and direction; and a copy of this notice will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Dorset, at his office at Sherborne, with the Clerk of the Peace for the county of Southampton, at his office at Winchester, and with the Clerk of the Peace for the town and county of the town of Poole, at his office at Poole; and on or before the same day a copy of so much of the said plans, sections and book of reference as relates to each parish in or through which the intended works will be made, or in which any lands, houses or other property are intended to be taken, and a copy of this Notice, will be deposited with the parish clerk of each such parish at his residence, and in the case of any extra-parochial place, with the clerk of some parish immediately adjoining such extra-parochial place, at his place of abode.

Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons on or before the 23rd day of December next.

Dated this 8th day of November, 1864.

*James Wheeler*, 4, Victoria Street,  
Westminster, Solicitor for the Bill.

*Dyson & Co.*, 24, Parliament Street,  
Westminster, Parliamentary Agents.

In Parliament—Session 1865.

Spalding and Bourn Railway.

(Extension from Bourn to Saxby; Railway at Spalding; Use of undertakings of Great Northern and Midland Railway Companies; Arrangements with those Companies, and with Norwich and Spalding and Lynn and Sutton Bridge Railway Companies.)

IT is intended to apply to Parliament, in the next session thereof, for leave to bring in a Bill for the following, or some of the following, among other purposes:—

To enable the Spalding and Bourn Railway Company (herein referred to as "the Company") to make and maintain the railways hereinafter mentioned, or some or one of them, with all needful works, stations, approaches, and conveniences connected therewith respectively, that is to say:—

(No. 1.)—A railway commencing in the parish of Bourn in the parts of Kesteven, in Lincolnshire, by a junction with the Spalding and Bourn Railway in a field numbered 10 on the plans deposited in the month of November, 1861, with respect to the Spalding and Bourn Railway Act, 1862, at the office of the Clerk of the Peace for the parts of Kesteven, passing through Bourn, Toft-cum-Lound, Wytham-on-the-Hill, Scottlethorpe, Edenham, Careby, Little Bytham Holywell, Castle Bytham, South Witham and North Witham, all in the parts of Kesteven; Clipsham and Thistleton in the county of Rutland; Edmonthorpe, Wymondham, Garthorpe, Freeby and Saxby in the county of Leicestershire; and terminating by a junction with the Midland Railway in the said parish of Saxby, near and to the eastward of the point where the Midland Railway crosses the road leading from Saxby to Wissendine:

(No. 2.)—A railway in the said parishes of Careby and Little Bytham, commencing by a junction with the before-described Railway (No. 1) where the same is intended to cross the River Glen, at about three hundred and seventy yards south-east of the Great Northern Railway Station at Little Bytham, and terminating by a junction with the Great Northern Railway at the southern end of the platform of the Little Bytham Station:

(No. 3.)—A railway situate wholly in the parish of Spalding, in the parts of Holland, in Lincolnshire, commencing by a junction with the Spalding and Bourn Railway in the field numbered 37 (Railway No. 1) on the plans deposited with the Clerk of the Peace for the parts of Holland in the month of November, 1861, with respect to the Spalding and Bourn Railway Act, 1862, and terminating by a junction with the Norwich and Spalding Railway at or near and to the west of the spot where the same railway crosses the River Welland.

And it is also proposed by the said Bill to apply for the following, or some of the following, among other powers:—

To enable the Company to cross, divert, alter or stop up, whether temporarily or permanently, roads, tramways, drains, sewers, navigations, rivers, streams, and watercourses, so far as may be necessary in constructing or maintaining the said intended railways and works; to purchase lands, houses and other property compulsorily, for the purposes of the said intended railways and works; and to levy tolls, rates and charges in respect thereof, and to confer on the Company other rights and privileges:

To apply their existing funds, and any monies which they have still power to raise, to the purposes of the said railways and works, and for the same purposes to raise additional capital, by shares or by stock, and by borrowing, and to attach to such shares or stock any preference or priority of dividend, and any other advantage which the Bill may define:

To enable the Company on the one hand, and the Great Northern and Midland Railway Companies, or either of them, on the other hand, from time to time, to enter into agreements with respect to the working, use, management and maintenance of the said intended railways and works, and also of the existing Spalding and Bourn Railway, or any part or parts thereof respectively, the supply of rolling stock and machinery, and of officers and servants, for the conduct of the traffic of the said railways, and the payments to be made and the conditions to be performed with respect to such working, use, management and maintenance; and also to enable the Company on the one hand, and the Great Northern, the Midland and the Norwich and Spalding Railway Companies, or any of them, on the other hand, from time to time to contract concerning the interchange, accommodation and conveyance of traffic coming from or destined for the respective undertakings of the contracting Companies, and the mutual use of the said undertakings, and the division and appropriation of the revenue arising from that traffic, and to authorize the appointment of joint committees for carrying into effect any such agreement as aforesaid, and to confirm any agreement already made, or which, previously to the passing of the Bill, may be made, touching any of the matters aforesaid:

To require the Companies or persons owning or working the Norwich and Spalding and Lynn and Sutton Bridge Railways respectively to receive, book through, forward, accommodate and deliver, on and from the same, and at the stations, ware-