

Eighteen Acres, belonging to and in the occupation of George Robinson, situate in the parish of Crowle, in the said county of Lincoln, at a point in that field distant 172 yards or thereabouts, measured in a westerly direction parallel to and along the north side of the North Soke Drain from the east end of the Brickyard Cottage, belonging to the said George Robinson, and in the occupation of Sayles Staniforth, the said point being also 10 yards or thereabouts, measured in a northerly direction from the north side of the said North Soke Drain.

Railway No. 3, wholly in the said parish of Crowle, commencing by a junction with the said Railway No. 2, in a field called Nettle Common or Eighteen Acres, belonging to and in the occupation of George Robinson, at a point in that field distant 172 yards or thereabouts, measured in a westerly direction parallel to and along the north side of the North Soke Drain from the east end of the Brickyard Cottage, belonging to the said George Robinson, and in the occupation of Sayles Staniforth, the said point being also 10 yards or thereabouts, measured in a northerly direction from the north side of the said North Soke Drain, and terminating by a junction with the Manchester, Sheffield, and Lincolnshire Railway (Doncaster and Keadby line), at a point on that railway distant 153 yards or thereabouts, measured in a westerly direction from the west end of the down platform of Crowle Station on that railway.

Railway No. 4, wholly in the said parish of Crowle, commencing by a junction with the said Railway No. 2, in a field called Nettle Common or Eighteen Acres, belonging to and in the occupation of George Robinson, at a point in that field distant 172 yards or thereabouts, measured in a westerly direction, parallel to and along the north side of the North Soke Drain from the east end of the Brickyard Cottage, belonging to the said George Robinson, and in the occupation of Sayles Staniforth, the said point being also 10 yards or thereabouts, measured in a northerly direction, from the north side of the said North Soke Drain, and terminating at the south side of the public highway called Godknow-road, leading from the town of Crowle to Godknow-bridge, at a point on that highway distant 60 yards or thereabouts, measured in a south-westerly direction along that highway, from the west end of a cottage belonging to Maria Fallowfield, in the occupation of William Smith.

All the above railways and works will be situate in the Isle of Axholme, county of Lincoln (Parts of Lindsey).

The Bill will authorise the Company to exercise the powers and effect the objects following or some of them, viz :

To deviate laterally from the lines of the intended railways and works to the extent shown on the deposited plans, and to deviate vertically from the levels shown on the deposited sections to such an extent as may be prescribed by the Bill.

To purchase by compulsion or agreement, lands, houses, and property, and to acquire easements in or over land, for the purposes of the intended railways and works.

To vary or extinguish all existing rights and privileges connected with any lands to be purchased or affected under the powers of the Bill,

or which would be interfered with in the construction and use of the proposed railways and other works, and to confer, vary, or extinguish other rights and privileges.

To cross on the level, or over or under, and to deviate, alter, or stop up, whether temporarily or permanently, all such roads, streets, highways, rivers, canals, streams, railways, tram-roads, bridges, drains, sewers, pipes, and other works within the parishes, townships, and places aforesaid as may be necessary for the purposes of the undertaking proposed by the Bill.

To levy tolls and charges for the use of the proposed railways and works, and for the conveyance of traffic thereon, to alter existing tolls, rates, and charges, and to confer, vary, or extinguish exemptions from the payment of existing and proposed tolls, rates, and charges.

And power will be taken in the said Bill to dissolve the Isle of Axholme and Marshland Steam Tramways Company Limited, and to make provision for distributing the assets and for winding up the affairs of such Company, and to relieve the undertakers of the Isle of Axholme and Marshland Tramways Order from proceeding with the construction thereof, and to provide for the repayment or transfer of the moneys deposited by the promoters in respect of such order to the depositors or undertakers, or to such other persons or companies as may be defined by the Bill, and to confer all necessary powers for such purposes, and for the above purposes, if need be, to alter, amend, or, in part, vary or repeal all or some of the provisions of "The Isle of Axholme and Marshland Tramways Order, 1882;" "The Tramways Orders Confirmation (No. 2) Act, 1882;" and "The Tramways Act, 1870," so far as regards the said Order.

The authorise the Company on the one hand, and the Great Northern Railway Company, the Great Eastern Railway Company, and the Manchester, Sheffield, and Lincolnshire Railway Company, or any one or other of them on the other hand, from time to time to enter into and carry into effect contracts, agreements, and arrangements for or with respect to the construction, working, use, management, and maintenance of all or any part of the railways of the Company, the supply of engines and rolling stock and machinery, and of officers and servants for the conduct and conveyance of the traffic on such railways, the payments to be made and the conditions to be performed with respect to such construction, working, use, management, and maintenance, the interchange, accommodation, transmission, conveyance, and delivery of the traffic coming from or destined for the respective undertakings of the contracting Companies, the levying, fixing, division, and appropriation of the tolls, fares, rates, charges, receipts, and revenues levied, taken, or arising from the traffic, the rents, payments, allowances, and rebates (whether annual or in gross) to be paid, made, or allowed by either of the contracting Companies to the other or others of them for or on account of any of the matters to which the respective contract, agreement, or arrangement relates.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Acts, 1863 and 1869;" "The Lands Clauses Acts, 1845, 1860 and 1869;" "The Railways Clauses Consolidation Act, 1845;" "The Railways Clauses Act, 1863;" "The Regu-