

sex, at his office at the Sessions House, Clerkenwell. In the case of all works and lands in the county of Hertford, with the Clerk of the Peace for that county, at his office at St. Albans. Copies of so much of the said plans, sections, and books of reference as relate to each parish or extra-parochial place, in or through which the proposed works are intended to be made, or in which any lands to be taken compulsorily under the powers of the Bill are situate, will be deposited as follows, that is to say:—In the case of the parish of St. Leonard, Shoreditch, with the Vestry Clerk of that parish, at his office in Old-street. In the case of the Liberty of Norton Folgate, with the Clerk of the Whitechapel District Board of Works, at his offices at Great Alie-street, Whitechapel. In the case of all works and lands in the parish of St. Mary, Stratford-le-Bow, with the Clerk of the Poplar District Board of Works, at his office in High-street, Poplar. In the case of any other parish, with the parish clerk of such parish at his residence, and in the case of any extra-parochial place, with the parish clerk of some parish adjoining thereto, at his residence. Each such deposit as aforesaid will be made on or before the 30th day of November instant, and will be accompanied by a copy of this notice, as published in the London Gazette.

Printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December next.

Dated this 11th day of November, 1886.

*W. Fred. Fearn*, Liverpool-street Station,  
E.C., Solicitor for the Bill.

*Rees and Frere*, 13, Great George-street,  
Westminster, S.W., Parliamentary  
Agents.

In Parliament.—Session 1887.

Newark and Ollerton Railway.

(Incorporation of Company; Construction of Railways from Newark to Ollerton, in Nottinghamshire; Traffic and Working Agreements with the Great Northern Railway Company, and Running Powers over Portions of their Railway; Use of Stations and Junctions, and Interchange of Traffic; Compulsory Purchase of Lands, Common Lands, Payment of Interest out of Capital; Tolls, Rates, and Charges; Amendment and Incorporation of Acts).

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next session for leave to bring in a Bill for all or some of the following purposes (that is to say):—

To incorporate a Company, and to authorize the Company to be incorporated (hereinafter called "the Company"), to make and maintain the railway hereinafter mentioned, or some part or parts thereof, together with stations, sidings, junctions, approaches, bridges, yards, buildings, and all proper works and conveniences connected therewith, that is to say:—

A railway wholly in the county of Nottingham, commencing in the parish of North Muskham by a junction with the main line of the Great Northern Railway, at a point on such railway 170 yards, or thereabouts, measuring along that railway south of the mile or distance post on that railway denoting 123 miles distant from London, and thence passing from, in, through, or into all or some of the parishes, townships, and extra-parochial or other places of North Muskham, Bathley, Ossington, Norwell, Norwell Woodhouse, Cauntton, Laxton, Kneesall, Kersall, Eakring, Rufford, Ompton, Wellow, Edwinstowe, and Ollerton, all in the county of Nottingham, and

terminating at or near the village of Ollerton, in the township of Ollerton, in the said parish of Edwinstowe, in and near the north-west corner of a certain field numbered 130 on the 25-inch scale ordnance map of Nottinghamshire, sheet xxiv. i. (21. 1), known as "Field at Top of Croft," belonging to Augustus William Savile, and in the occupation of John Tom Wagstaff.

And it is intended by the Bill to take for the intended railway and works certain lands, being or reputed to be common or commonable lands, called or known as Kneesall Green, situate in the said parish of Kneesall, and of which 12 acres, or thereabouts, will be included within the limits of deviation shown on the plans to be deposited as hereinafter mentioned, and the estimated quantity of such lands to be taken, will not exceed 3 acres and 2 roods.

To authorize the Company to deviate laterally from the lines of the intended works to the extent shown on the said plans, or as may be provided by the Bill, and also to deviate vertically from the levels shown on the sections hereinafter mentioned.

To authorize the Company to purchase by compulsion or agreement lands, houses, and hereditaments for the purposes of the intended railway and works, and of the Bill, in any of the before-mentioned parishes and places, and to vary or extinguish all rights and privileges in any manner connected with the lands, house, and hereditaments so purchased.

To authorize the Company to levy tolls, rates, and duties upon or in respect of the intended railway and works, and also upon the portions of railways, stations, and works hereinafter mentioned belonging to the Great Northern Railway Company, and to alter the tolls, rates, and duties which that Company is now authorized to take, and to confer exemptions from the payment of such tolls, rates, and duties respectively.

To cross, stop up, and remove, alter, or divert, temporarily or permanently, all such railways, tramways, canals, rivers, streams, turnpike and other roads, bridges, sewers, drains and pipes, buildings, erections, or works within the aforesaid parishes and places as may be necessary for the purposes of the intended works.

To authorize the Company on the one hand, and the Great Northern Railway Company on the other hand, from time to time to enter into and carry into effect and rescind contracts and agreements for and with respect to the working, use, management, and maintenance of the intended railway and works, or of any part thereof, the supply of engines and working stock and plant, and of officers and servants, for the conduct and conveyance of the traffic on the intended railway, the payments to be made, and the conditions to be performed with respect to such working, use, management, and maintenance, the interchange and transmission, forwarding and delivery of traffic coming from or destined for the respective railways of the contracting Companies, the fixing of the tolls, rates, and charges to be demanded, taken, and recovered in respect of such traffic, and the division and apportionment of the receipts arising therefrom; and the Bill will confirm and give effect to any contracts or agreements which have been, or may before the passing thereof, be entered into between the Company and the said Great Northern Railway Company with reference to the matters aforesaid.

To empower the Company and all companies and persons lawfully working or using the railway of the Company, or any part thereof, either by agreement or otherwise, to run over, work,