

In Parliament.—Session 1899.

Lincoln and East Coast Railway and Dock.
(Alteration of Line and Levels of Portions of Authorised Railway and Construction of New and Deviation Railways; Compulsory Purchase of Land, Tolls, and Charges; Abandonment of Portion of Authorised Railway; Revival and Extension of Powers for Taking Lands and Construction of Authorised Railways; Application of Capital and Increase of Capital; Confirmation of Agreement with Louth and East Coast Railway Company, and Agreements with other Railway Companies; Amendment of Acts).

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Lincoln and East Coast Railway and Dock Company (hereinafter called "the Company") for an Act for effecting the purposes or some of the purposes following (that is to say):—

1. To authorise and empower the Company to make and maintain wholly in the parts of Lindsey in the county of Lincoln the new railway and alteration of railways and works hereinafter described or some part thereof, together with all necessary and convenient stations, sidings, approaches, bridges, roads, communications, and other works and conveniences connected therewith respectively, vizt:—

(a) A deviation and alteration of the line and levels of a portion of Railway No. 25 described in and authorised by the Lancashire, Derbyshire, and East Coast Railway Act, 1891 (now forming part of the Lincoln and East Coast Railway), commencing in the parish of Baumber, at or near the point on the centre line of the said railway marked and measured 6 miles 4 furlongs 4·00 chains from the commencement thereof, as shown on the deposited plans deposited in the month of November, 1890, with the Clerk of the Peace for the parts of Lindsey in the county of Lincoln for the said Act of 1891, and terminating in the parish of Salmonby, at or near the point on the said centre line 12 miles 6 furlongs 8·00 chains, which said intended deviation railway and alteration of levels will pass from, in, through, or into the following parishes and extra parochial places or some of them, all in the parts of Lindsey in the county of Lincoln, namely, Baumber, Edlington, Hemingby, West Ashby, Belchford, Fulletby and Salmonby.

(b) A deviation and alteration of the line and levels of a portion of the before-mentioned Railway No. 25, commencing in the parish of Tetford at or near the point on the centre line of the said Railway marked and measured 13 miles 5 furlongs from the commencement thereof and terminating in the parish of Rigsby with Ailby by a junction with the Great Northern Railway (East Lincolnshire Railway) at a point 256 yards or thereabouts measured in a south-easterly direction along that railway from the centre of the occupation level crossing between the fields numbered 36 and 39 on the 25-inch Ordnance Map which said intended deviation and alteration will pass from, in, through, or into the following parishes and places or some of them all in the parts of Lindsey in the county of Lincoln, namely, Tetford, South Ormsby-cum-Ketsby, Brinkhill, Driby, Calceby, South Thoresby, Haugh, Aby-with-Greenfield and Rigsby-with-Ailby.

(c) A railway commencing in the parish of Well by a junction with the Great Northern Railway (East Lincolnshire Railway) at the

south-eastern side of the public road called Mawthorpe-hill-road at the point where crossed on the level by the Great Northern Railway and terminating in the parish of Willoughby-with-Sloothby by a junction with the Sutton and Willoughby Railway at a point 415 yards or thereabouts measured in a westerly direction along the said railway from the point where the public road leading from Farlethorpe to Willoughby is crossed on the level by the said railway, which intended railway will pass from, in, through or into the following parishes and places, or some of them, all in the parts of Lindsey in the county of Lincoln, namely, Well and Willoughby-with-Sloothby.

2. To authorise the Company to deviate in the construction of the intended railways and works for the lines and levels thereof to such an extent as the Bill may prescribe.

3. To empower the Company to acquire by compulsion or agreement and to hold lands, houses, and buildings for the purposes of the intended new or deviation railways and works, and to vary and extinguish all rights and privileges connected with the houses and buildings so to be purchased and taken or which would in any manner impede or interfere with the objects of the intended Act, and to enable the Company to take parts only of any property without being obliged or compellable to purchase the whole as required by Section 92 of the Lands Clauses Consolidation Act, 1845, and to confer, vary, or extinguish other rights and privileges.

4. To authorise the crossing, stopping up, altering or diverting, whether temporarily or permanently, of all roads, highways, tramways, railways, sewers, drains, pipes, culverts, streams and waters, telegraphic, telephonic and other wires, tubes and apparatus, and all other constructions or works of any description which it may be necessary to cross, stop up, alter or divert in executing any of the purposes of the intended Act.

5. To authorise the Company to demand and recover tolls, rates, and charges for or in respect of the use of the intended railways and to grant exemptions from the payment of tolls, rates, and charges.

6. To provide for the abandonment of so much of the said Railway No. 25 as extends between the commencement and termination of the above-mentioned deviation Railway (A) and between the commencement of the above-mentioned deviation Railway (B) and the termination of the said Railway No. 25 as will be rendered unnecessary by the construction of the intended deviation railways hereinbefore described, and to release the Company from all contracts and agreements entered into in connection with the portions of railway so proposed to be abandoned, and the Bill will provide for the release of the deposit or part thereof now in the custody of the Paymaster-General of the High Court in respect of the portions of railway to be abandoned.

7. To enable the Company to apply to the purposes of the intended Act, or some of them, such portion of their capital or funds as they shall deem expedient, and to raise for such purposes and for the general purposes of their Undertaking additional capital by the creation and issue of new shares or stock with or without a guarantee or preference dividend or other rights and privileges attached thereto, and by borrowing, or any of such means.

8. To revive and extend the periods limited by the Lancashire, Derbyshire and East Coast Railway Acts, 1891, 1892, 1894 and 1895, for the