

engines, stock and plant, and of officers and servants for the conveyance and conduct of traffic on the railways of the Company; the fixing, collection, payment, division, appropriation and distribution of tolls, rates, charges, income and profits arising from such traffic, and to sanction or confirm any contracts or agreements which have been or may be entered into touching any of the matters aforesaid.

To empower the Company or any company or persons for the time being working or using the railways of the Company or any part thereof, either by agreement or otherwise, and on such terms and conditions and on payment of such tolls, fares and rates as may be agreed on or as may be settled by the Board of Trade or by arbitration or provided by the intended Act to run over, work and use with their engines, carriages and wagons, clerks, officers and servants whether in charge of engines or trains or for any other purpose whatsoever, and for the purposes of their traffic of every description, the portions of railways and stations hereinafter mentioned (that is to say):—

(a) So much of the Lancashire, Derbyshire and East Coast Railway as is situate between the intended Railway No. 1 before described, and the Chesterfield-station of the Company including the use of that station.

(b) So much of the Lancashire, Derbyshire and East Coast Railway as is situate between the junction of the intended Railway No. 1 and Langwith Junction.

Together with the use of the platforms, points, signals, water, water-engines, engine sheds, standing room for engines, booking and other offices, warehouses, sidings, junctions, machinery, works, and conveniences of or connected with the said railway and station.

To authorize trustees and owners of settled estates and others to contribute towards the cost of the railways and works of the Company or any of them, and to empower corporate bodies or other owners or trustees, tenants for life and other persons under any disability whose estate or any part thereof may be benefited by, or any part of whose land may be required for the railways and works of the Company, or any of them, to subscribe for and take and hold shares in the capital of the Company and to charge their respective funds or estates with the amount so contributed or subscribed, and to accept shares in the Company in payment for any land, houses, tenements, hereditaments, rights or easements, taken or acquired by the Company for the purposes of the intended railways and works, or to give or grant to the Company, free of charge, any land, houses, tenements, hereditaments, rights or easements, which may be required for such purposes.

The intended Act will transfer to and vest in, or provide for the transfer to and vesting in the Company, of the Wingerworth Branch Railway No. 1 described in and authorized by the Lancashire, Derbyshire and East Coast Railway Act, 1898, the powers for the construction of which were extended by the Lancashire, Derbyshire, and East Coast Railway Act, 1900, and the lands, rights, powers, and privileges connected therewith, for such consideration, and upon such terms and conditions as may be agreed on or defined by the intended Act, and the Act may provide for the Company to exercise the powers, rights and privileges including the purchase of land and construction of works and levying of tolls, rates, and charges conferred upon the Lancashire, Derbyshire, and East Coast

Railway Company under the said Act of 1898, and to apply to all or any of such purposes any of the capital authorized to be raised under the powers of the intended Act, and the Act will extend the powers for the compulsory purchase of lands to be taken under the powers of the Act of 1898, as extended by the Lancashire, Derbyshire, and East Coast Railway Act, 1900.

To incorporate with the Bill, all or some of the provisions of the Companies Clauses Consolidation Act, 1845, the Companies Clauses Acts, 1863 and 1869, the Lands Clauses Acts, the Railways Clauses Consolidation Act, 1845, and the Railways Clauses Act, 1863, with such variations, modifications, and exceptions (if any) as may be deemed expedient or as may be contained in the Bill.

The Bill will, so far as necessary for the purposes aforesaid, or any of them, vary or extinguish all powers and privileges which may interfere with its objects, and so far as may be requisite for the purposes thereof, the Bill will amend or enlarge some of the powers and provisions of the local and personal Acts following, viz., 12 and 13 Vict., cap. 81, and all other Acts relating to the Great Central Railway Company, 7 and 8 Vict., cap. 18, and all other Acts relating to the Midland Railway Company, the Great Eastern Railway Act, 1862, and all other Acts relating to the Great Eastern Railway Company, 9 and 10 Vict., cap. 204, and any other Act relating to or affecting the London and North Western Railway Company, 9 and 10 Vict., cap. 71, and all other Acts relating to the Great Northern Railway Company, and the Lancashire, Derbyshire, and East Coast Railway Act, 1891, and all other Acts relating to the Lancashire, Derbyshire, and East Coast Railway Company.

And notice is hereby given, that, on or before the 30th day of November instant, plans and sections showing the lines and levels of the intended railways and works, and the lands and other property which may be taken under the powers of the Bill, with a book of reference to such plans, an Ordnance map with the lines of railways delineated thereon, and a copy of this Notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Derby, at his office at Derby, and on or before the same day a copy of so much of the said plans, sections, and book of reference, as relates to any borough, district, or parish, with a copy of the Gazette Notice, will be deposited as follows:—

In the case of any borough with the Town Clerk of such borough.

In the case of any urban district (not being a borough), with the clerk of the district council.

In the case of any parish having a parish council, with the clerk of the parish council, or if there is no clerk, with the chairman of that council, at his residence.

And in the case of any parish comprised in a rural district and not having a parish council, with the clerk of the rural district council.

Printed copies of the 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 18th day of November, 1901.

DAVIES, SANDERS and Co., Chesterfield,
Solicitors for the Bill.

W. and W. M. BELL, 27, Great George-street, Westminster, Parliamentary Agents.