

In Parliament—Session 1922.

GREAT NORTHERN RAILWAY.

(Stopping-up of Roads and Footpaths; Acquisition by Great Northern Railway Company of Additional Lands in Counties of London, Hertford, Lincoln, Stafford and West Riding of Yorkshire; Closing of Redstone Gowt Drain; Acquisition by Great Northern and Great Eastern Joint Committee of Additional Lands in County of Lincoln; Construction of Road and Stopping-up of Road and Acquisition of Lands in Counties of Isle of Ely, Lincoln and Norfolk by Midland and Great Northern Railways Joint Committee; Purchase of Parts only of Properties; Powers of Entry for Survey and Provisions as to Determination of Compensation and Costs in connection therewith; Extinguishment of Rights of Way; Agreements with Local Authorities and others as to Acquisition of Lands; Extension of Time for Completion of Works and for Compulsory Purchase of Lands; Powers as to Retaining and Disposing of Lands; Agreements between Great Northern Railway Company and Rating Authorities as to Assessment of Property of that Company; Application of Capital or Funds; Incorporation, Repeal and Amendment of Acts; General and incidental provisions.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Great Northern Railway Company (hereinafter referred to as "the Company") for leave to bring in a Bill (hereinafter referred to as "the Bill") for the following purposes or some of them (that is to say):—

Stopping-up of Roads and Footpaths.

To authorize the Company to stop up and to extinguish all rights of way in and over the following streets, roads and footpaths or portions of streets, roads and footpaths, and to vest in the Company the site and soil of such streets, roads and footpaths or portions (that is to say):—

In the Borough and Township of Doncaster, in the West Riding of the County of York:—

(a) The street known as Alma-place;

(b) So much of the road known as Decoy Bank and constituting the enclosure numbered on the $\frac{1}{2500}$ scale Ordnance Map, second edition, 1903 (Yorkshire (West Riding) sheets CCLXXXV.—1 and 5), 26 and 65, in the area formerly known as the Township of Balby-with-Hexthorpe as lies between the north-western corner of the enclosure numbered 88 on the said Ordnance Map (sheet CCLXXXV.—1) and the south-eastern extremity of the said enclosure numbered 65 on the said Ordnance Map (sheet CCLXXXV.—5);

(c) The road constituting the enclosure numbered 112 and part of the enclosure numbered 115 in the Township of Doncaster on the said Ordnance Map (sheet CCLXXXV.—5);

(d) So much of the road known as Balby Carr Bank and constituting the enclosure numbered on the $\frac{1}{2500}$ scale Ordnance Map, second edition, 1903 (Yorkshire (West Riding) sheets CCLXXXV.—5 and 6), 92 and 159, in the said area as lies between the

north-western corner of the enclosure numbered 106 on the said Ordnance Map (sheet CCLXXXV.—5) and the south-eastern extremity of the said enclosure numbered 159 on the said Ordnance Map (sheet CCLXXXV.—6);

(e) The road with its approaches known as Red Bank Viaduct, extending from Decoy Bank aforesaid to Balby Carr Bank aforesaid.

In the Borough of East Retford and the Parish of Eaton, in the Rural District of East Retford, in the County of Nottingham:—

The footpath crossing the main line of the Company at a point 9 chains or thereabouts measured in a north-westerly direction along the said main line from the mile post denoting 137 miles from London and extending from the north-eastern corner of the enclosure numbered on the $\frac{1}{2500}$ scale Ordnance Map, edition of 1920 (Nottinghamshire, sheet XIV.—4) 23, in the Parish of Eaton, across the said main line and through the enclosures respectively numbered on the said Ordnance Map 29 in the Parish of Eaton, 342 in the Parish of Ordsall, 21 in the Parish of Eaton, and 347, 349 and 325 in the Parish of Ordsall, to the junction of the said footpath with Dog Kennel-lane.

In the Hamlet of Skirbeck Quarter, in the Rural District of Boston, in the Parts of Holland in Lincolnshire:—

(a) The footpath commencing at the northern end of the footbridge, over the South Forty Foot Drain, 14½ chains or thereabouts westward of its crossing by the Lincolnshire Loop Line of the Company, passing in a north-easterly direction across the Redstone Gowt Drain, thence in an easterly direction along the northern bank of the said Redstone Gowt Drain, under the said Lincolnshire Loop Line, and terminating in the London-road, at or near the point where the Boston Dock Branch Railway crosses that road;

(b) The footpath commencing by a junction with the last mentioned footpath at a point on the northern bank of the Redstone Gowt Drain aforesaid 3½ chains or thereabouts westward of the crossing of that drain by the Lincolnshire Loop Line aforesaid running in a northerly direction for a distance of 9½ chains or thereabouts thence in an easterly direction across the said Loop Line to a point in Betty Barber's-lane 5½ chains or thereabouts westward of its junction with London-road.

Acquisition of Lands by Company.

To authorize the Company to purchase or acquire by compulsion or agreement the lands next hereinafter described for the general purposes of their undertaking, and to sanction and confirm the purchase or acquisition of any such lands which may have been purchased or acquired before the passing of the intended Act and the holding and use thereof by the Company for the purposes aforesaid or some of them (that is to say):—

Additional Lands at Welwyn—

(a) A piece of land of a width of 30 yards or thereabouts in the Parish and Rural District of Welwyn in the County of Hertford adjoining and on the western side of the Main Line of the Company and extending between points respectively 1 chain and 6 chains measured in a southerly direction along the said Main Line

from the northern face of the North Welwyn Tunnel.

(b) A piece of land of a width of 30 yards or thereabouts in the said Parish of Welwyn adjoining and on the eastern side of the said Main Line of the Company and extending between points respectively 1 chain and 5½ chains measured in a southerly direction along the said Main Line from the northern face of the said Tunnel.

Additional Lands at Welwyn Garden City—

(a) Lands in the Parish of Welwyn Garden City in the Rural District of Welwyn in the County of Hertford adjoining and on the western side of the Main Line of the Company of an average width of 12 yards or thereabouts and extending between points respectively 4 chains and 42 chains or thereabouts measured in a north-easterly direction along the said Main Line from the mile post denoting 19¼ miles from London.

(b) Lands in the said Parish of Welwyn Garden City adjoining and on the eastern side of the said Main Line of an average width of 12 yards or thereabouts and extending between points respectively 4 chains and 20 chains or thereabouts measured in a north-easterly direction along the said Main Line from the aforesaid mile post.

(c) Lands in the said Parish of Welwyn Garden City adjoining and on the eastern side of the said Main Line of an average width of 25 yards or thereabouts and extending between points respectively 2½ chains or thereabouts measured in a south-westerly direction and 4½ chains or thereabouts measured in a north-easterly direction along the said Main Line from the mile post denoting 19¾ miles from London.

(d) Lands in the said Parish of Welwyn Garden City of an average width of 70 yards or thereabouts adjoining and on the western side of the said Main Line and extending between points respectively 16 chains or thereabouts measured in a south-westerly direction and 37 chains or thereabouts measured in a north-easterly direction along the said Main Line from the mile post denoting 20 miles from London.

(e) Lands in the said Parish of Welwyn Garden City of an average width of 102 yards or thereabouts adjoining and on the eastern side of the said Main Line and extending between points respectively 35 chains or thereabouts measured in a south-westerly direction and 16½ chains or thereabouts measured in a north-easterly direction along the said Main Line from the mile post denoting 20½ miles from London.

(f) Lands in the said Parish of Welwyn Garden City of an average width of 70 yards or thereabouts adjoining and on the eastern side of the said Main Line and extending between points respectively 1½ chains or thereabouts measured in a south-westerly direction and 10½ chains or thereabouts measured in a north-easterly direction along the said Main Line from the mile post denoting 20½ miles from London.

(g) Lands in the said Parish of Welwyn Garden City adjoining and on the western side of the said Main Line of an average width of 115 yards or thereabouts and extending between points respectively 7½ chains or thereabouts measured in a south-westerly

direction and 9½ chains or thereabouts measured in a north-easterly direction along the said Main Line from the mile post denoting 20¾ miles from London.

(h) Lands in the said Parish of Welwyn Garden City of an average width of 15 yards or thereabouts adjoining and on the western side of the said Main Line and extending from a point 10 chains or thereabouts measured in a south-westerly direction along the said Main Line from the mile post denoting 21 miles from London to a point at or near the mile post denoting 21½ miles from London.

(j) Lands in the said Parish of Welwyn Garden City of an average width of 12 yards or thereabouts adjoining and on the eastern side of the said Main Line and extending from a point 3 chains or thereabouts measured in a south-westerly direction along the said Main Line from the mile post denoting 20¾ miles from London to a point opposite or nearly opposite the southern end of the Welwyn Viaduct.

(k) Lands in the said Parish of Welwyn Garden City of an average width of 16 yards or thereabouts adjoining and on the western side of the said Main Line and extending between points respectively 2 chains and 19½ chains or thereabouts measured in a north-easterly direction along the said Main Line from the southern end of the Welwyn Viaduct.

(l) A strip of land in the said Parish of Welwyn Garden City of a maximum width of 10 yards and a minimum width of 2 yards or thereabouts adjoining and on the south-western and southern side of the Luton and Dunstable Branch of the Company and extending from the northern side of the bridge over the Main Line of the Company known as Hunter's Bridge near the mile post denoting 20½ miles from London to a point opposite or nearly opposite the mile post denoting 21 miles from London.

(m) Land in the Parish of Welwyn Garden City of an average width of 11 yards or thereabouts adjoining and on the southern side of the said Luton and Dunstable Branch and extending from a point opposite or nearly opposite the mile post denoting 21 miles from London for a distance of 7½ chains or thereabouts measured in a westerly direction along the said Branch from the said mile post.

(n) A strip of land in the said Parish of Welwyn Garden City of an average width of 3½ yards or thereabouts adjoining and on the northern and eastern side of the said Luton and Dunstable Branch and extending from a point 11 chains or thereabouts measured in an easterly direction along the said Branch from the mile post denoting 21 miles from London to a point 7 chains or thereabouts measured in a northerly direction along the said Branch from the mile post denoting 21½ miles from London.

(o) Lands in the said Parish of Welwyn Garden City of a maximum width of 12 yards and a minimum width of 4 yards or thereabouts adjoining and on the south-western side of the said Luton and Dunstable Branch and extending in a north-westerly direction from a point 6½ chains or thereabouts measured in a northerly direction along the said Branch from the mile post denoting 21½ miles from London to a point on the south-eastern side of the road crossing the said Branch and leading from

Hatfield to Hitchin and known as the Great North Road.

(p) Lands in the said Parish of Welwyn Garden City of a maximum width of 70 yards and a minimum width of 5 yards or thereabouts adjoining and on the eastern and southern side of the Hertford Branch Railway of the Company and extending from a point 10½ chains or thereabouts measured in a north-easterly direction along the said Branch from the mile post denoting 20½ miles from London to a point 9 chains or thereabouts measured along the said Hertford Branch Railway in a south-easterly direction from the mile post denoting 21 miles from London.

(q) Land in the said Parish of Welwyn Garden City of an average width of 6 yards or thereabouts adjoining and on the south-western side of the said Hertford Branch Railway and extending between points respectively 7 chains or thereabouts measured in a north-westerly direction and 1 chain or thereabouts measured in a south-easterly direction along the said Branch from the mile post denoting 21½ miles from London.

(r) Land in the said Parish of Welwyn Garden City of an average width of 5 yards or thereabouts adjoining and on the south-western side of the said Hertford Branch Railway and extending between points respectively 2 chains and 8 chains or thereabouts measured in a south-easterly direction along the said Branch from the mile post denoting 21½ miles from London.

(s) Land in the said County of Hertford partly in the Parish of Hatfield in the Rural District of Hatfield and partly in the Parish of Tewin in the Rural District of Hertford of an average width of 5 yards or thereabouts adjoining and on the south-western side of the said Hertford Branch Railway and extending between points respectively 11½ chains or thereabouts measured in a north-westerly direction of 7 chains or thereabouts measured in a south-easterly direction from the mile post denoting 21½ miles from London.

Additional Lands at Skirbeck Quarter, Boston—

(a) Lands in the Hamlet of Skirbeck Quarter in the Rural District of Boston in the Parts of Holland in Lincolnshire on the western side of the Lincolnshire Loop Line of the Company lying between the northern side of the South Forty Foot Drain and the southern side of the Redstone Gowt Drain and extending from the western boundary of the property of the Company in a westerly direction to the point where the said Redstone Gowt Drain joins the said South Forty Foot Drain.

(b) Lands in the said Hamlet of Skirbeck Quarter consisting of the site and soil of the Redstone Gowt Drain aforesaid (including the banks thereof) and extending from the point where it joins the South Forty Foot Drain in an easterly direction to its termination at or near London Road.

Additional Lands at Sleaford—

A strip of land of an average width of 4 yards or thereabouts in the Urban District of Sleaford in the Parts of Kesteven in Lincolnshire adjoining and on the southern side of the Grantham, Sleaford and Boston Railway of the Company and extending from the western side of Gipsy-lane for a distance of 26 chains or thereabouts measured in a westerly direction along the said Railway.

Additional Lands at Deeping.—(a) Lands in the Parish of Deeping St. James, in the Rural District of Bourne, in the Parts of Kesteven, in Lincolnshire, adjoining and on the eastern side of the Lincolnshire Loop Line of the Company, having a minimum width of 15 yards or thereabouts and a maximum width of 110 yards or thereabouts, and extending between points respectively 26 chains measured in a southerly direction and 22½ chains measured in a northerly direction along the said Loop Line from the mile post denoting 83 miles from London.

(b) Lands in the said Parish of Deeping St. James of an average width of 30 yards or thereabouts, adjoining and on the eastern and south-eastern side of the Deeping St. James Station of the Company, and being the north-western portions of the fields numbered respectively 79, 92 and 95 in the said parish on the $\frac{1}{2500}$ scale Ordnance Map, Second Edition, 1900 (Lincolnshire (Parts of Kesteven) Sheet CLII.—3).

Additional Lands at Grindley Station.—A strip of land in the Parish of Stowe, in the Rural District of Stafford, in the County of Stafford, of an average width of 5 yards or thereabouts, adjoining and on the south-eastern side of the Stafford and Uttoxeter Railway of the Company, and extending between points respectively 9 chains and 19½ chains or thereabouts, measured in a north-easterly direction along the said railway from a point under the centre of the bridge carrying the roads from Bramshall and Chartley to Blithbridge over the said railway at the western end of the Grindley Station of the Company.

Additional Lands at Outwood.—Land and premises in the Urban District of Stanley, in the West Riding of the County of York, situate on the north-eastern side of Ledger-lane, and comprising the premises known as No. 1, Mayvillas, in Ledger-lane aforesaid.

Additional Lands at Doncaster.—Lands and premises in the Borough of Doncaster, in the West Riding of the County of York, adjoining the Doncaster Station of the Company, and bounded on the south-west and north-west by property of the Company, on the south-east by West Laith Gate, and on the north-east by the Post Office Sorting House.

Additional Lands at Doncaster Carr.—(a) Lands in the said Borough of Doncaster, in the West Riding of the County of York, lying on the north-eastern side of the Main Line of the Company and comprising so much of the fields or enclosures numbered 97, 98 and 99 in the Township of Doncaster as does not already belong to the Company, and the whole of the fields or enclosures numbered 88, 100, 109, 111 and 113 in that Township, and so much of the enclosure numbered 26 and 65 in the area formerly known as the Township of Balby-with-Hexthorpe as lies between the north-western corner of the said enclosure numbered 88 and the south-eastern extremity of the said enclosure numbered 65 on the $\frac{1}{2500}$ scale Ordnance Map, Second Edition, 1903 (Yorkshire (West Riding) sheets Nos. CCLXXXV.—1 and 5).

(b) Lands and premises in the said Borough of Doncaster lying on the south-western side of the Main Line of the Company and comprising the whole of the fields or enclosures numbered 104, 106, 130, 131, 132, 133, 134, 136, 137, 138, 139, 160, 162, 163 and 165, and so much of the enclosures numbered 92

and 159 in the said area as lies between the north-western corner of the said enclosure numbered 106 and the south-eastern extremity of the said enclosure numbered 159 on the $\frac{1}{2500}$ scale Ordnance Map, Second Edition, 1903 (Yorkshire (West Riding) sheets CCLXXXV.—5 and 6).

Additional Lands at Leeds.—Lands and premises in the City of Leeds, in the West Riding of the County of York, situate on the northern side of Wellington-street, opposite the Leeds Central Station of the Company, and being the premises known respectively as Nos. 64, 66 and 68, in Wellington-street aforesaid.

Additional Lands at Bawtry.—(a) A piece of land in the Township of Bawtry, in the Rural District of Doncaster, in the West Riding of the county of York adjoining the eastern side of the Main Line of the Company, having a frontage of 50 feet or thereabouts to the property of the Company, and adjoining the south-eastern side of Thorne-road, having a frontage of 190 feet or thereabouts to that road, and extending in an easterly direction from the eastern boundary of the property of the Company for a distance of 140 feet or thereabouts, measured at right angles to the said Main Line.

(b) A strip of land in the said Township of Bawtry, of an average width of 15 yards or thereabouts, adjoining and on the eastern side of the Main Line of the Company, and extending between points respectively 1 chain and $10\frac{1}{4}$ chains, measured in a southerly direction along the said Main Line from the centre of the bridge carrying the said Main Line over Thorne-road aforesaid.

Revival of Powers.

To revive the powers of compulsory purchase of the premises next hereinafter described which were conferred upon the Company by the Great Northern Railway Act, 1901, and the Great Northern Railway Act, 1905, or one of them, and if and so far as may be deemed necessary to authorize the Company to purchase or acquire the said premises by compulsion or agreement for the general purposes of their undertaking.

Lands at King's Cross—

Lands and premises in the Metropolitan Borough of St. Pancras in the County of London, lying on the north-eastern side of Pancras Road and being known respectively as numbers 2, 4, 22, 24, 28 and 30 in that road.

Filling in of Redstone Gowt Drain—

To extinguish and abolish all rights in and over the Redstone Gowt Drain in the said hamlet of Skirbeck Quarter, in the rural district of Boston, in the Parts of Holland in Lincolnshire, and the towpath and banks of the said drain, and to empower the Company to fill in the said drain and appropriate and use the site thereof for any purpose of or in connection with their undertaking.

Powers to Great Northern and Great Eastern Joint Committee.

To authorize the Great Northern and Great Eastern Joint Committee (hereinafter referred to as "the Northern Committee") to purchase or acquire by compulsion or by agreement and to hold and use for purposes of or connected with their undertaking the lands following or some of them, and to sanction and confirm the purchase or acquisition of any such

lands which may have been purchased or acquired before the passing of the intended Act, and the holding and use thereof by the Northern Committee for the purposes aforesaid or some of them (that is to say):—

Additional lands at Nooton and Dunston Station—

Lands in the parish of Dunston, in the rural district of Branston, in the Parts of Kesteven, in Lincolnshire, of a minimum width of 6 yards or thereabouts, and a maximum width of 14 yards or thereabouts adjoining and on the north-eastern side of the railway of the Northern Committee and extending between points respectively 1 chain or thereabouts and $15\frac{1}{4}$ chains or thereabouts, measured in a south-easterly direction along the north-eastern boundary of the property of the Northern Committee from a point opposite the south-eastern ends of the platforms at the Nooton and Dunston Station of the Northern Committee.

Powers to Midland and Great Northern Railways Joint Committee.

New Road and Abolition of Level Crossing at Tydd Station—

To empower the Midland and Great Northern Railways Joint Committee (hereinafter referred to as "the Midland Committee") to construct in the parish of Tydd St. Giles, in the rural district of Wisbech, in the county of the Isle of Ely, a new road commencing by a junction with the road leading from the Foul Anchor Inn to Bedford-row at a point $1\frac{1}{4}$ chains or thereabouts measured in a north-westerly direction along that road from the centre of the level crossing of that road by the railway of the Midland Committee and terminating by a junction with the public road from Tydd St. Giles to the Foul Anchor Inn at a point $2\frac{1}{4}$ chains or thereabouts measured in a westerly direction from the centre of the level crossing of the last-mentioned road by the said railway.

To authorize the Midland Committee to purchase or acquire by compulsion or by agreement the lands required for the purposes of the said intended new road.

To empower the Midland Committee in the said parish of Tydd St. Giles to stop up and to extinguish all rights of way over so much of the said existing road from the Foul Anchor Inn to Bedford-row as is situate between the boundaries of the property of the Midland Committee and to abolish the level crossing of their railway by the said road.

To authorize the Midland Committee to purchase or acquire by compulsion or by agreement and to hold and use for purposes of or connected with their undertaking the lands following or some of them, and to sanction and confirm the purchase or acquisition of any such lands which may have been purchased or acquired before the passing of the intended Act and the holding and use thereof by the Midland Committee for the purposes aforesaid or some of them (that is to say):—

Additional lands at Tydd Station—

Lands partly in the said parish of Tydd St. Giles and partly in the parish of Tydd St. Mary, in the rural district of East Elloe, in the Parts of Holland in Lincolnshire, adjoining and on the eastern side of the Tydd Station of the Midland Committee of a maximum width of 30 yards or thereabouts and extending from

the public road crossing the railway of the Midland Committee immediately to the south of Tydd Station for a distance of 11 chains or thereabouts measured in a northerly direction from that road.

Additional Lands at Caister-next-Yarmouth—

(a) Lands in the parish of Caister-next-Yarmouth, in the rural district of East and West Flegg, in the county of Norfolk, of a maximum width of 33 yards or thereabouts adjoining and on the western side of the railway of the Midland Committee from North Walsham to Great Yarmouth, and being the eastern portions of the fields or enclosures numbered 23, 28, 29, 34, 47, 48, 67, 73 and 83 in the said parish on the $\frac{1}{2500}$ scale Ordnance Map, Second Edition, 1906 (Norfolk, sheet LXVI. 3 and 7).

(b) Lands in the said parish of Caister-next-Yarmouth of a minimum width of 30 yards or thereabouts and a maximum width of 115 yards or thereabouts adjoining and on the eastern side of the said railway, being so much of the enclosures numbered 68, 49, 84a, 84 and 84b on the last-mentioned Ordnance Map as lies between the said railway and the high water mark of Ordinary Spring Tides and extending in a southerly direction $44\frac{1}{2}$ chains or thereabouts from the northernmost end of the said enclosure numbered 84a on the said map.

(c) Land in the said parish of Caister-next-Yarmouth lying between the eastern side of Manor House-road and the high water mark of Ordinary Spring Tides and extending between points respectively $2\frac{3}{4}$ chains and $7\frac{1}{2}$ chains or thereabouts measured in a northerly direction from the northern side of Esplanade Road.

(d) Land in the said parish of Caister-next-Yarmouth adjoining and on the northern side of Esplanade Road lying between points respectively 3 chains and $4\frac{1}{2}$ chains measured in an easterly direction from the junction of Esplanade Road with Manor House Road and extending in a northerly direction $1\frac{1}{2}$ chains from the northern side of Esplanade Road.

General Powers and Provisions.

To authorize the Company and the Northern Committee and the Midland Committee respectively to purchase and take by compulsion so much of any house, building, manufactory or property as may be required for the purposes of or referred to in the intended Act notwithstanding anything contained in Section 92 of the Lands Clauses Consolidation Act, 1845.

To empower the Company and the Northern Committee and the Midland Committee and their officers and other persons to enter upon any property which may be authorised to be acquired under the intended Act for the purpose of surveying and valuing such property.

To make provision as to the costs of arbitration in certain cases and to require in certain circumstances persons claiming compensation in respect of lands taken or injuriously affected under the intended Act to pay the whole or part of the costs incurred by them.

To provide for limiting the amount of com-

pensation and claims in respect thereof in cases of recent improvements, alterations or buildings and recently created interests in lands or property.

To extinguish or provide for the extinguishment of all rights of way and other rights (if any) in or over any of the lands to be acquired or the acquisition of which is to be confirmed under the provisions of the intended Act.

To empower the Company or the Northern Committee or the Midland Committee on the one hand and any local authority, company, body or person on the other hand to enter into and carry into effect agreements in relation to the acquisition of any lands and the execution of any works and the contributing to the cost thereof and to enable any such authority or body to provide the necessary funds for the purpose by applying any funds under their control or by borrowing on mortgage of the rates leviable by them or by creating and issuing stock and by the levying of rates, and to confirm any such agreements which may already have been or which at any time hereafter may be entered into in relation to any of the matters aforesaid.

To enable the Company as to lands acquired or held by them alone and the Company and any other Company or Companies as to lands acquired or held by them jointly and any joint or other Committee on which the Company may be represented as to any lands acquired or held by such joint committee notwithstanding anything to the contrary contained in the Lands Clauses Consolidation Act, 1845, or any Act relating to the Company or such other Company or joint committee to retain, hold and use or to sell, lease or otherwise dispose of such lands without regard to any restrictions which might otherwise affect such sale, lease or disposal notwithstanding that such lands are not immediately and may not hereafter be required to be used for the purposes of their undertaking, and so far as may be necessary to alter and amend the provisions of the Lands Clauses Consolidation Act, 1845 and any such Act as aforesaid with respect to the sale of superfluous lands in their application to the Company and such other Company or joint committee as aforesaid or their respective undertakings.

To authorize the Midland Committee in the construction of the intended new road to deviate from the line and level thereof as shown on the plans and sections to be deposited as hereinafter mentioned and to make junctions with other roads and divert or alter such other roads and to provide for the maintenance and repair of the said new road by such local or road authority as may be specified in the Bill.

Extension of Time.

To extend the time for the completion by the Company or Companies named in the first column of the next following table of the railways and works described in the second column of that table (for the construction of which powers were conferred by the Acts or Order respectively mentioned in the third column of that table) as now limited by an Order dated the 16th day of February 1921 of the Ministry of Transport made under the special Acts (Extension of Time) Act, 1915:—

Company or Companies.	Work.	Act or Order.
The Company	Railways Nos. 2, 2A and 4	Tickhill Light Railway Order 1901 (Section 10)
The Company and the Great Central Railway Company	Railway No. 8 at South Elmsall	Great Central Railway Act, 1907 (Section 63)
The Company	Railways Nos. 4, 4A, 4B and 4C (Railway to Harworth) and Railway No. 5 (Railway at Shaftholme)	Great Northern Railway Act, 1911 (Section 6)
The Company	Deviation Railways Nos. 1 and 2 at Wood Green	Great Northern Railway Act, 1914 (Section 5)

To extend the time as now limited by the said Order of the Ministry of Transport, dated the 16th day of February, 1921, or by the Great Northern Railway Act, 1920, for the compulsory purchase by the Company or Companies or Joint Committee named in the first column of the next following table of the lands

referred to in the second column of that table for which purchase powers were conferred by the Acts respectively mentioned in the third column of that table (the works referred to in the said second column being also authorised by the Acts respectively mentioned in the said third column):—

Company or Companies.	Lands.	Act.
The Company and the Great Central Railway Company	Lands required for the purposes of or in connection with the said Railway No. 8 at South Elmsall	Great Central Railway Act, 1907
The Company and the Great Central Railway Company	Lands required for the purposes of or in connection with the Widening No. 2 (from Adwick Junction to Hemsworth South Junction) of the main line of the West Riding and Grimsby Railway	Great Northern Railway Act, 1911
The Company	(i) Lands required for the purposes of or in connection with (A) the said Deviation Railways Nos. 1 and 2 at Wood Green; (B) the Widening No. 1 of the Enfield Branch Railway; (C) the Widening No. 2 (at Grantham) of the Main Line of the Company; (D) the Widening No. 3 (from Trent Box to Muskham Siding) of the said Main Line; (E) the Widening No. 4 (from Gamston to Retford) of the said Main Line; and (F) the Widening No. 5 (from Bawtry to Rossington) of the said Main Line;	Great Northern Railway Act, 1914
	(ii) Additional lands at Holloway being lands and premises in the Metropolitan Borough of Islington in the County of London (described in Section 45);	
	(iii) Additional lands at Finsbury Park being lands and premises in the said Metropolitan Borough of Islington (described in the said Section 45)	
The Company	Lands required for the purposes of or in connection with (A) the Railway from Waltham to Colsterworth; (B) the Widening No. 1 (from Barrowby Road to Peasecliffe) of the Main Line of the Company; (C) the Widening No. 2 (from Balderton to Claypole) of the said Main Line; (D) the Widening No. 3 (at Newark) of the said Main Line; (E) the Widening No. 4 (from Cromwell to Crow Park) of the said Main Line; (F) the Widening No. 5 (from Ranskill to Sutton) of the said Main Line; (G) the Widening No. 6 (from Gonerby to Barrowby Road)	Great Northern Railway Act, 1920

Company or Companies.	Lands.	Act.
<p>The Company—<i>continued</i>.</p> <p>The Great Northern and Great Eastern Joint Committee</p>	<p>of the Nottingham and Grantham Railway; (H) the Widening No. 7 (from Bottesford to Belvoir Junction) of the said Nottingham and Grantham Railway;</p> <p>Lands required for the purposes of or in connection with the widening at Blankney of the Railway of the Great Northern and Great Eastern Joint Committee</p>	<p>Great Northern Railway Act, 1920</p>

Miscellaneous.

To authorize the Company, on the one hand, and the assessment committee or rating authority of any county union, borough, urban or rural district, parish, township or other rating area on the other hand, to enter into and carry into effect agreements with respect to the assessment or rateable value of any hereditaments of the Company situate within such county union, borough, urban or rural district, parish, township or rating area, and to provide that any such agreements may and shall continue in force for such period as may be prescribed by the Bill.

The Bill will or may confer powers on the Company and the Northern Committee and the Midland Committee to apply their capital or funds to the purposes of the intended Act.

The Bill will vary and extinguish all existing rights or privileges which would interfere with its objects, and it will incorporate with itself, with or without modification, the provisions or some of the provisions of the Companies Clauses Acts, 1845 to 1889, the Lands Clauses Acts, the Railways Clauses Consolidation Act, 1845, and the Railways Clauses Act, 1863.

And the Bill will or may, so far as may be deemed expedient, repeal, alter and enlarge the powers and provisions of amongst others the following Acts (that is to say):—

The Great Northern Railway Act, 1846, and any other Act or Acts relating to the Company or their undertaking; the Act 25 & 26 Vict., cap. 223, and any other Act or Acts relating to the Great Eastern Railway Company or their undertaking; the Act, local and personal, 7 & 8 Vict., cap. 18, and any other Act or Acts relating to the Midland Railway Company or their undertaking; the Great Northern and Great Eastern Railway Companies Act, 1879, and any other Act or Acts relating to the Northern Committee or their undertaking; the Midland and Great Northern Railway Companies (Eastern and Midlands) Railway Act, 1893, and any other Act or Acts relating to the Midland Committee or their undertaking; and any other Act or Acts which would interfere with the objects of the Bill.

Duplicate plans and sections showing the line, situation and level of the proposed work and the lands in, through or over which it will be made and plans showing the lands and property intended to be compulsorily taken or the acquisition of which is intended to be confirmed under the powers of the Bill, 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 and property, and a copy of this notice as published in the London Gazette will, on or before the 30th day of

November instant, be deposited for public inspection as regards the lands and property in the several counties or divisions hereinafter mentioned with the respective Clerks of the Peace thereof, at their respective offices, also hereinafter mentioned (that is to say):—

For the County of London, at the Sessions House, Newington-causeway, S.E. 1;

For the County of Hertford, at his office at Hertford;

For the County of the Isle of Ely, at his office at March;

For the County of Norfolk, at his office at Norwich;

For the Parts of Holland in Lincolnshire, at his office at Boston;

For the Parts of Kesteven in Lincolnshire, at his office at Sleaford;

For the County of Nottingham, at his office at Nottingham;

For the County of Stafford, at his office at Stafford;

For the West Riding of the County of York, at his office at Wakefield.

And on or before the same day a copy of so much of the said plans and sections as relates to the areas hereinafter mentioned or in through which the intended work will be made, or in which any lands or property intended to be taken, or the acquisition of which is intended to be confirmed are situate, together with a copy of so much of the book of reference as relates to such respective areas and a copy of this notice, as published in the London Gazette, will be deposited as follows (that is to say):—

So far as relates to any metropolitan or other Borough, with the Town Clerk of such Borough, at his office; so far as relates to any Urban District not being a Borough or to any Rural District, with the Clerk of the District Council of such District at his office; so far as relates to any Parish or Township comprised in a Rural District, with the Clerk of the Parish Council (if any) or, if there be no Clerk, with the Chairman of that Council, and such deposit will, if made with the Clerk of the Parish Council, be made at his office, or if he have no office, at his residence, and if made with the Chairman of the Parish Council be made at his residence.

Printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons on or before the 17th day of December next.

Dated this 17th day of November, 1921.

R. HILL DAWE, King's Cross Station, and 1, The Abbey-garden, Westminster, S.W. 1, Solicitor for the Bill.

DYSON, BELL AND Co., 3A, Dean's-yard, Westminster, S.W. 1. Parliamentary Agents.