

in the said county of Lincoln, Esq., J.P. (hereinafter called "The Promoters") for a Provisional Order under the Light Railways Act, 1896, to authorize a Company to be incorporated by the Order, to make and maintain in the parts of Kesteven and parts of Lindsey, in the county of Lincoln, the following railways (that is to say):—

A railway (No. 1), 8 miles 6 furlongs 170 chains or thereabouts in length, commencing in the parish of Old Sleaford, in the urban district of Sleaford, in the parts of Kesteven, in the said county, at the centre of the eastern wall of the building situate in the west corner of the field numbered 61 on the 25 inch Ordnance Map of the said parish (Second Edition 1905), and terminating in the parish and township of Billingham, in the last mentioned rural district, at the western side of the road called Fen-road, at a point 193 yards or thereabouts measured along the said road in a southerly direction from its junction with two roads called respectively Gravel Hill Drove and Green Drove.

The said railway (No. 1) will be made or pass from, in, through, or into the parishes of Old Sleaford, Kirkby-la-Thorpe, Evedon, Ewerby, Anwick, North Kyme, and Billingham, in the parts of Kesteven, in the county of Lincoln.

A railway (No. 2), 1 furlong 5·60 chains or thereabouts in length, wholly situate in the parish of Old Sleaford, in the urban district of Sleaford, in the parts of Kesteven, in the said county, commencing by a double junction with the Boston, Sleaford, and Midland Counties Railway, of the Great Northern Railway Company, at a point thereon opposite the eastern end of the ticket collecting platform, on the eastern side of Sleaford Station, 200 yards or thereabouts measured in an easterly direction along the said railway from the eastern end of the station building, situate on the northern side of the passenger station at Sleaford, and terminating by a junction with the intended Railway No. 1 hereinbefore described, at a point on the public footpath shown on the field numbered 66a in the parish of Old Sleaford, on the said 25 inch Ordnance Map, 66 yards or thereabouts measured in a north-westerly direction along that footpath from the point at which that footpath is crossed by the southern fence of that field.

A railway (No. 3), 5 miles 1 furlong 9·50 chains or thereabouts in length, partly situate in the parts of Kesteven and partly in the parts of Lindsey, in the county of Lincoln, commencing at the termination of railway (No. 1), hereinbefore described, and terminating in the parish of Kirkstead and rural district of Horncastle by a junction with the siding on the west side of the Lincolnshire Loop Line, of the Great Northern Railway Company, south of Kirkstead Station at the southern end of the said siding, opposite the signal post situate on the eastern side of the said loop line, in the land numbered 31 on the 25 inch Ordnance Map (Second Edition, 1905) for the said parish of Kirkstead.

The said railway (No. 3) will be made or pass from, in, through or into the parishes of Billingham, Walcot, near Billingham, Thorpe Tilney and Timberland, in the parts of Kesteven, in the county of Lincoln, and the parish of Kirkstead, in the parts of Lindsey, in the said county.

2. The said railways are intended to be constructed on a gauge of 4 feet 8½ inches, and it is proposed to run thereon engines, carriages and trucks adapted for use on main line railways propelled by steam.

3. Powers to acquire lands, to levy tolls, rates

and charges, to pay interest during construction. to exercise running powers over portions of the Great Northern Railway, including the use of Sleaford Passenger Station and the goods yards west of that station, and to enter into working and other agreements with the said railway company, the Great Eastern, the Great Eastern and Joint Committee, and the Horncastle Railway Companies, or any other railway company which may hereafter own or work railways contiguous to the intended railways, and agreements with the county councils of the parts of Kesteven and the parts of Lindsey, in the county of Lincoln, the Drainage Commissioners for Drainage by the River Witham, and other local authorities, drainage commissioners, companies and persons, together with all powers usually granted in respect of a railway undertaking will be conferred by the Order on the company.

4. A fuller description of the intended railways and proposed powers has been, or will be, published in the "Lincolnshire Echo" of the 25th and the 28th days of May instant, a paper published in the city of Lincoln.

5. Maps, plans and sections of the intended railways and works, a book of reference to such plans, and a copy of the draft Order, will be deposited at the office at Sleaford of the Clerk of the County Council of the parts of Kesteven, in the county of Lincoln, at the office at Lincoln of the Clerk of the County Council of the parts of Lindsey, in the county of Lincoln, and also at the offices of the undersigned on or before the 31st day of May instant.

Dated this 28th day of May, 1906.

For and on behalf of the Promoters.

ERNEST H. GODSON, Solicitor, Sleaford.

JOHN KENNEDY, W.S., 25, Abingdon-street, Westminster, S.W., Parliamentary Agent.

NOTICES TO MARINERS.

(Nos. 500 to 523 of the year 1906.)

[The bearings are magnetic, and those concerning the visibility of lights are given from seaward.]

No. 500.—SCOTLAND—NORTH-EAST COAST

Wick Harbour—Bell Buoy and Fog-Signal during Herring Fishery.

The Wick and Pulteney Harbour Trustees have given notice, dated 4th May, 1906, that in order to assist the fishing boats a bell buoy will be moored at the entrance to Wick, and a fog bell sounded during thick or foggy weather from the seaward end of the southern pier head at the harbour entrance, annually from 1st June to 31st August. The buoy is situated at a distance of 3½ cables S. 8° E. from the Head of Wick flagstaff.

Approximate position, lat. 58° 26' N., long. 3° 5' W.

[Variation 19° Westerly in 1906.]

This Notice affects the following Admiralty Chart:—Wick, No. 2550. Also, List of Lights, Part I, 1906, No. 553; and North Sea Pilot, Part II, 1905, page 83.