

Kent Coast Line tunnel north of that Station and from and including Margate Sands Station to the east end of Ramsgate Town Station and from that Station to St. Lawrence Junction and the curve running in a northerly direction from the said junction and the abandonment of the construction of the widening of the bridge over Gibbon Road Nunhead authorised by the London Chatham and Dover Railway Act 1892, the widening of bridges over the Company's railway at Dover authorised by the London Chatham and Dover Railway Act 1898 and Railways Nos. 1, 2, 3, 4 and 7 and a portion of No. 5 authorised by the Wimbledon and Sutton Railway Act 1910.

5. To transfer to and vest in the Company the undertaking of the Wimbledon and Sutton Railway Company and to provide for the winding up of that Company.

6. To authorise agreements between the Company and the Great Western Railway Company with reference to the joint management of Channel Islands traffic and between the Company and the Ryde Pier Company with reference to the sums payable by the Company to the said Pier Company and as to the use which may be made by railway passengers of the pier and property of the Pier Company.

7. To make provision for preventing the acquisition by uninterrupted user of rights of way over private roads and footpaths of the Company and to confer further powers with reference to housing accommodation for employees of the Company, railway police, powers of arrest and search, trespass on railway property, improper use of railway carriages, and stone-throwing on the railway.

8. To increase the capital and borrowing powers of the Company, to authorise them to establish superannuation and pensions funds and a savings bank, and to make provision with reference to the shareholders address book of the Company and the closing of their registers.

And Notice is hereby further given that on or before the 30th day of November instant so much of the plans, sections and book of reference relating to the intended works and to the lands which may be taken compulsorily as relates to each of the several areas hereinafter mentioned in or through which the intended works are proposed to be made or lands are situate will be deposited as follows (that is to say):—As relates to any County, with the Clerk of the Peace for such County at his office; as relates to any Borough with the Town Clerk of such Borough at his office; 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; and as relates to any Parish comprised in a Rural District with the Clerk of the Parish Council, or, if there be no Clerk, with the Chairman of that Council. Such deposits will if made with the Clerk to 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.

On and after the 21st day of December next printed copies of the intended Act may be inspected and copies obtained at the price of three shillings for each copy at the under-mentioned offices.

A Notice stating more fully the objects of the intended Act has been published or sent for publication in the Times Newspaper of the 19th and 26th November instant.

Dated this 22nd day of November, 1923.

WM. BISHOP, Waterloo Station,
London, S.E. 1, Solicitor.

SHERWOOD AND Co., 22, Abingdon
Street, Westminster, Parliamentary
Agents.

In Parliament.—Session 1924.

LONDON AND NORTH EASTERN RAILWAY.

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session by the London and North Eastern Railway Company (hereinafter referred to as "the Company") for an Act for the following amongst other purposes:—

1. To empower the Company to make and maintain the following works and to exercise the following powers:—

In the county of London—Railways Nos. 1 and 2 in the borough of Islington respectively about 5 furlongs 5 chains and 5 furlongs 3·50 chains in length,

In the counties of London and Essex—Railway Widening and Alteration (No. 1) in the borough of Bethnal Green about 1 furlong 6·40 chains in length, Railway Widening and Alteration (No. 2) in the borough of Stepney about 2 furlongs 7·80 chains in length, Railway Widening and Alteration (No. 3) in the boroughs of Poplar and West Ham about 4 furlongs 2·40 chains in length, and Railway Widening and Alteration (No. 4) in the boroughs of Poplar and West Ham about 1 mile 2 furlongs 7·10 chains in length.

In the county of Middlesex—Railway No. 3 in the urban district of Wood Green about 1 furlong 3·50 chains in length,

In the county of Lincoln (Parts of Kesteven and Lindsey)—Railway No. 4 in the parish of Canwick in the rural district of Branston in the Parts of Kesteven and in the city of Lincoln and in the parish of Greetwell in the rural district of Welton in the Parts of Lindsey about 6 furlongs 2 chains in length,

In the county of Lincoln (Parts of Lindsey)—Railways Nos. 5 and 6 in the urban district of Scunthorpe and Frodingham respectively about 1 mile 1 furlong 9·30 chains and 3 furlongs 6·65 chains in length,

In the county of Lincoln (Parts of Kesteven)—Railway Widening (No. 5) in the parish of Skellingthorpe in the rural district of Branston and in the city of Lincoln about 6 furlongs 6·50 chains in length,

In the county of Nottingham—Railway No. 7 in the parishes of Rufford and Bils-
thorpe in the rural district of Southwell about 3 miles 1 furlong in length,

In the East Riding of the County of York—Railway Widening (No. 6) in the parishes of Eastington Bellasize Gilberdike and Blacktoft in the rural district of Howden about 2 miles 2 furlongs 6·20 chains in length,