

Hull West Dock.

(Incorporation of Company; Powers to embank portions of foreshore and bed of the River Humber, west of the Humber Dock Basin at Kingston-upon-Hull; to purchase, compulsorily, those and adjoining Lands; to construct a Dock, with Basin, Piers, Jetties, and other Works; to alter and remove portions of the main line and sidings of the Hull and Selby Railway and other Railway Works, now belonging to the Hull and Selby and North-Eastern Railway Companies, and execute other Railways and Works in lieu thereof, and vest the same in those Companies; to stop up and divert and alter the levels of the whole or portions of certain Highways and public Footpaths in the Borough of Kingston-upon-Hull, and declare Roads and Footpaths public Highways, and also to divert certain public Sewers and Drains; to enter into arrangements with the Hull and Selby, North-Eastern, Lancashire and Yorkshire, and Manchester, Sheffield, and Lincolnshire Railway Companies, the Undertakers of the Navigation of the Rivers Aire and Calder, the Hull Dock Company, the Corporation of Kingston-upon-Hull, the Watch Committee of that Corporation, the Trinity House at Kingston-upon-Hull, the Local Board of Health of Kingston-upon-Hull, the Humber Conservancy Commissioners, and other Companies, Corporations, and Persons, and Powers to all or some of the before-mentioned Companies, Corporations, Bodies, and Persons, and other Companies, Corporations, Bodies, and Persons to subscribe Capital, take part in management, and enter into arrangements as to proposed Undertakings and Works affected thereby; Powers to take Tolls, Rates, and Duties, and confer exemptions therefrom; Provisions as to Lighting, Watching, and Police Regulations of the Docks; Powers to raise Money by Share-Capital, Mortgaging, Bonds, and Annuities; to make Bye-laws, impose, enforce, and recover Penalties; Repeal of Provisions in Hull Dock Companies Acts as to Tonnage Dues and Inward and Outward Wharfage Rates and other Provisions; Power to subscribe to Humber Conservancy Fund; Amendment of Humber Conservancy Acts, Hull Dock Company's Acts, and other Acts; and for other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill to authorize the executing, making, and maintaining the embankment, dock, basin, lock, graving dock, piers, jetties, and other works hereinafter mentioned, or some of them, that is to say:

1. The embankment, and reclamation of part, and the inclosing as a tidal basin, with piers and jetties, of other part of the foreshore and bed of the north side of the River Humber, in front of, and adjoining, the town, and within the borough and town and county of the town of Kingston-upon-Hull (hereinafter called "the borough"), commencing from the west side of the west pier of the Humber dock basin there, and extending westward up the northern shore of the said river for the distance of 2116 yards or thereabouts, from the western side of the said pier, and extending southwards from the said shore into the River Humber for a maximum distance of 173 yards or thereabouts.

2. A dock with end entrance, lock, tidal basin, sluices, piers, quays, wharves, coal tips, railways, tramways, warehouses, sheds, offices,

bridges, roads, approaches, and other works and conveniences, on the site so to be embanked and reclaimed from the bed and shore of the River Humber, and on the lands and properties adjoining the shore of the said River Humber above high water mark, and comprised within the boundary or limits of deviation shown by a dotted line on the plans to be deposited as hereinafter mentioned, such tidal basin commencing at a line parallel with, and twenty feet from the west side of the west pier of the said Humber dock basin, and terminating nearly opposite the south end of Cogan-street, and the proposed new dock commencing at a point about 633 yards westward from the said west pier, and terminating on the said embanked lands about 1353 yards westward from the said west pier, and the said lock or entrance commencing in the said tidal basin and terminating in the said intended dock.

3. A graving dock at the east end of and between the said intended dock and the tidal basin thereof, commencing in the said basin and terminating in the said intended dock, which graving dock, if constructed, will also form a second entrance to the intended dock, and can be so used if required.

4. Swing, swivel, or lift bridges, over the eastern end of the said graving dock and lock entrance to the intended dock.

5. The removal of the whole, or some part, of the main-line and sidings of the Hull and Selby Railway, and sidings belonging to the North-Eastern Railway Company, commencing at a point on the said Hull and Selby Railway nearly opposite the south-west corner of Messrs. G. and T. Earle's Cement Works, and marked *W* on the plans to be deposited as hereinafter mentioned, and terminating at a point on the said railway nearly opposite the south end of Cogan-street, and marked *X* on the said deposited plans, and the reconstruction of the said railway and sidings on a parallel site adjoining to and northward of the present sites, and within the boundary or limits of deviation shown on the said plans.

6. Two approach lines of tramway or railway, commencing at or from, and forming junctions with, the main line and sidings of the Hull and Selby Railway, at or near the point at which the parliamentary and municipal boundary of the borough crosses the said Hull and Selby Railway (which boundary is also the western limit or boundary of the lands proposed to be taken by the said intended Company), and extending to, and terminating at, certain proposed coal tips at or near the western end of the intended dock.

7. A tramway, commencing by a junction with the sidings of the North Eastern Railway Company, in the Goods'-yard of the North Eastern Railway Company, on the north side of Wellington-street, and then crossing Wellington-street, and proceeding thence along the approach to the Corporation jetty, and extending thence eastward along the quays for the distance of eighty-three yards, and westward for the distance of sixty yards.

8. The stopping up of Wellington-street, for the distance of three hundred and thirty-four yards eastward from the level crossing over the Hull and Selby Railway, near the end of Lime Kiln Creek, and the discontinuance of the said level crossing, and also of the said portion of Wellington-street as a public highway, and limiting the use thereof respectively as approaches or roads to and from the said intended dock, tidal-basin, quays, and the works connected therewith, and also to and from the wharves and quays adjoining