

jetties, landing-places, staiths, tunnels, and other works, and to stop up, alter, and divert sewers, drains, roads, ways, easements, and footpaths, and to execute all works necessary or incidental to any of the objects of the Bill.

To enable the Company to make and maintain, on any lands purchased or to be purchased by them, such additional river entrances, extensions, and improvements as they may from time to time think fit.

To authorize the Trinity House of Kingston-upon-Hull to take and hold additional shares in the capital of the Company.

For the purposes of the Bill it is intended to alter, amend, and enlarge the powers and provisions of the following Acts, or any of them, that is to say:—The Kingston-upon-Hull Dock Acts 1774, 1802, 1805, 1844, 1845, 1847, 1849; the Kingston-upon-Hull Dock Amendment Act 1854; the Hull Docks Acts, 1861, 1864, and 1866; and to extend such powers and provisions, and the rates, tolls, and duties granted by such Acts to the works authorized by the Bill, and to vary and extinguish all rights and privileges which will interfere with the objects of the Bill.

Plans describing the line or situation of the embankments before described, and other works, and the lands which will or may be taken compulsorily under the powers of the Bill, sections showing the levels of the embankments, with a book of reference to the plans containing the names of the owners, or reputed owners, lessees, or reputed lessees, and occupiers of the lands and houses to be taken under the powers of the Bill; 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 with the Clerk of the Peace for the town and county of the town of Kingston-upon-Hull, at his office in Hull; and with the Clerk of the Peace for the East Riding of the county of York, at his office at Beverley, in the said county; and on or before the same day a copy of so much of the said plans, sections, and books of reference, as relates to the parishes or extra-parochial places aforesaid in which the works are intended to be made, or lands or houses intended to be taken are situate, with a copy of this notice, will be deposited with the parish clerk of each such parish, at his residence, and in the case of any extra-parochial place with the parish clerk of an adjoining parish, at his residence.

Printed copies of the intended Bill will, on or before the 22nd day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 14th day of November, 1866.

*W. H. Moss*, Solicitor for the Dock Company at Kingston-upon-Hull.

*Dyson and Co.*, 24, Parliament-street, Westminster, Parliamentary Agents.

#### North London Railway.

(Powers to widen City Branch; Branch to London, Tilbury, and Southend Railway; New Station at Camden-road; Provisions as to Superfluous Lands; Additional Capital and Power to London and North-Western Railway Company to subscribe; Purchase of additional Lands; Amendment of Acts, and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session by the North London Railway Company (hereinafter called "the Company"), for

No. 23189.

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an Act for the following purposes, or some of them, that is to say:

To empower the Company to widen and enlarge and lay down additional rails upon so much of the railway constructed under the powers of "The North London Railway (City Branch) Act, 1861," as extends from the southern side of the public street or highway known as Skinner-street, in the parish of Saint Leonard Shoreditch, in the county of Middlesex, to the junction of the same line of railway with the original or main line of the North London Railway, near the bridge carrying King's-road over the same railway, and situate in the parish of St. Mary Islington, in the said county of Middlesex, which widening and enlargement will be situate within the following parishes and extra-parochial or other places, or some of them, that is to say:—St. Leonard Shoreditch, Norton Folgate, St. John at Hackney, Dalston, and St. Mary Islington, in the county of Middlesex, and St. Botolph-without-Bishopsgate in the city of London.

To empower the Company to make and maintain a branch railway, with all proper approaches, stations, works, and conveniences connected therewith, commencing by a junction with the North London Railway at a point thereon 100 yards or thereabouts north of the northern extremity of the platform on the eastern side of the Bow station of the same railway, and terminating by a junction with the London, Tilbury, and Southend Railway, at a point thereon 22 yards or thereabouts westward of the bridge carrying St. Leonard's-street, Bromley, over such last-mentioned railway, and which said branch railway will be situate within the parishes of Bow, otherwise St. Mary Stratford-le-Bow, and Bromley St. Leonard, both in the county of Middlesex, or in one of such parishes.

To authorise the Company to construct arches or openings under Devon's-road, in the aforesaid parish of Bromley St. Leonard, between the bridge at present carrying the same road over the Company's railway and Burdett-place.

To empower the Company, for the purpose of constructing a new station at Homerton, and the sidings and approaches leading thereto, to enlarge and improve the existing bridges carrying the Company's railway over the roads, streets, or public highways known as Church-road and Macintosh-lane, in the parish of St. John at Hackney, in the county of Middlesex.

To empower the Company to remove their station at Camden-road, in the parish of St. Pancras, in the county of Middlesex, to the western side of the public highway, known as Camden-road, and for that purpose to acquire by compulsion or agreement certain lands and houses on both sides of and near to the railway between Camden-road and Kentish Town-road, and to appropriate and stop up and discontinue as a public thoroughfare, and abolish all rights of way over so much of the present line or course of the street or public highway known as Brecknock-street, Camden Town, as lies between its junction with Great College-street and a point 80 yards or thereabouts south-west thereof, and to construct a new street in lieu of the portion so to be appropriated and stopped up, commencing at the said last-mentioned point, and terminating by a junction with Camden-road aforesaid.

To amend and vary or repeal so much of the 23rd section of "The North London Railway (City Branch) Act, 1861," as relates to the level of the approach for carrying Dalston-lane over the railway constructed under the powers of the same Act.