

In Parliament.—Session 1904.

## HUMBER COMMERCIAL RAILWAY AND DOCK.

(New Dock with Entrance into River Humber, with River Embankments, Walls, Piers, Jetties, Railways and other Works in connection therewith near Grimsby, in the County of Lincoln; Powers as to taking and diverting Water and Dredging; Power to stop up and divert Drains; Abandonment of Works authorized by Humber Commercial Railway and Dock Act, 1901; Cancellation of existing Agreements and Arrangements and release of Money Deposit under Act of 1901; Application of Provisions of Act of 1901 to New Works; General Dock and other Powers; Purchase of Lands; Provision as to Surplus Lands; Tolls, Rates and Dues; Application of Capital and Funds; Further Capital Powers and Alteration and Regulation of existing Capital; Additional Lands; Agreements with the Corporation of Hull Trinity House as to Navigation Lights; Agreements with the Great Central Railway Company, the Humber Conservators, the Corporation of Grimsby and the Earl of Yarborough; Payment of Interest out of Capital during Construction; Power to Great Central Railway Company to take Shares and to lend Money to the Company; Incorporation of and Amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session of 1904, by the Humber Commercial Railway and Dock Company (hereinafter called "the Company") for leave to bring in a Bill for authorizing the Company to effect the purposes or some of the purposes following (that is to say):—

1. To make and maintain in substitution for the Dock Railway and works authorized by the Humber Commercial Railway and Dock Act, 1901, the dock railways and other works hereinafter described, or some of them, or some part or parts thereof respectively, on lands adjoining the River Humber, in the parishes of Immingham, South Killingholme township, North Killingholme township and Ulceby, in the Parts of Lindsey, in the county of Lincoln or some or one of them, viz. :—

(a) A dock, with a lock entrance from the River Humber, situated wholly in the parish of Immingham on lands bounded on the north-east by the River Humber, on the south-east by an imaginary line drawn in a north-easterly direction from a point in the enclosure numbered 217 on the Ordnance Map (scale  $\frac{1}{25000}$ ) of the parish of Immingham (edition, 1888) 8 chains, or thereabouts, measured in a northerly direction from the southern corner thereof to a point 7 chains, or thereabouts, beyond the line of low-water mark of ordinary spring tides on the south side of the River Humber, on the south-west by an imaginary line drawn in a north-westerly direction from the point in the enclosure before mentioned to a point on the north-western boundary of the enclosure numbered 30 on the Ordnance Map (scale  $\frac{1}{25000}$ ) of the parish of Immingham (edition, 1887) and 9 chains, or thereabouts, measured in a south-westerly direction from the northern corner thereof, and on the north-west by the drain having its outfall at Immingham Haven.

(b) A lock entrance, situated wholly in the parish of Immingham, between the north-eastern side of the intended dock aforesaid and a point at or near high-water mark of ordinary spring tides on the south bank of the River Humber 5 chains, or thereabouts, measured in an easterly direction from the northern corner of the enclosure numbered 36 on the Ordnance Map (scale  $\frac{1}{25000}$ ) of the parish of Immingham (edition, 1887).

(c) An entrance channel, situate wholly in the parish of Immingham, commencing at a point at or near high-water mark of ordinary spring tides on the south bank of the River Humber at a point 5 chains, or thereabouts, measured in an easterly direction from the northern corner of the enclosure numbered 36 on the Ordnance Map (scale  $\frac{1}{25000}$ ) of the parish of Immingham (edition, 1887), and terminating 1 chain, or thereabouts, beyond the line of low-water mark of ordinary spring tides on the south side of the River Humber at a point 13 chains, or thereabouts, measured in a north-easterly direction from the point of commencement above described.

(d) A River Wall or Embankment No. 1, wholly in the parish of Immingham, commencing on the south side of the River Humber at a point at or near high-water mark of ordinary spring tides 1 chain, or thereabouts, measured in a south-easterly direction from the centre of the drain discharging at Immingham Haven and terminating at or near high-water mark at the north-western corner of the lock entrance aforesaid.

(e) A River Wall or Embankment No. 2, wholly in the parish of Immingham commencing on the south bank of the River Humber at a point at or near high-water mark of ordinary spring tides, 4 chains, or thereabouts, measured in a northerly direction from the sluice at the north-eastern corner of the enclosure numbered 36 on the Ordnance Map (scale  $\frac{1}{25000}$ ) of the parish of Immingham (edition, 1888) and terminating at or near high-water mark at the north-eastern corner of the lock entrance aforesaid.

(f) A Jetty No. 1, wholly in the parish of Immingham, commencing at the north-western corner of the lock entrance aforesaid and terminating 3 chains, or thereabouts, above low-water mark and at a distance of 15 chains, or thereabouts, measured in a northerly direction from the point of commencement above described.

(g) A Jetty No. 2, wholly in the parish of Immingham, commencing at the north-eastern corner of the lock entrance aforesaid and terminating 2 chains, or thereabouts, above low water mark, and at a distance of 15 chains, or thereabouts, measured in an easterly direction from the point of commencement above described.

(h) A Railway No. 1, in the parishes of Ulceby North Killingholme township, South Killingholme township and Immingham, commencing in the parish of South Killingholme township, by a junction with the New Holland Branch of the Great Central Railway, at a point on the said branch railway at or near to the northern end of the Ulceby Station platforms and terminating in the parish of Immingham at a point in the enclosure numbered 30 on the Ordnance Map (scale  $\frac{1}{25000}$ ) of the parish of Immingham (edition, 1887) 5 chains, or thereabouts, measured in a southerly direction from the northern corner thereof.