

22nd day of December, 1906, and printed copies of the draft Order, when deposited, and of the Order when made, will be obtainable at the price of one shilling each at the respective offices of the undersigned Town Clerk and Parliamentary Agents.

Every company, corporation or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the application, may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade on or before the 15th day of January 1907, and copies of such objections must at the same time be sent to the undermentioned Town Clerk or Parliamentary Agents on behalf of the Corporation.

In forwarding to the Board of Trade such objections, the objectors or their agents should state that a copy of the same has been sent to the Corporation or their agents.

Dated this 22nd day of November, 1906.

ROBERT E. FOX, Town Clerk, Leeds.

SHARPE, PARKER, PRITCHARDS, BARHAM and LAWFORD, 9, Bridge-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1907.

#### HARWICH DOCK.

(Incorporation of Company; New Dock at Harwich; Sea Walls and other incidental Works and Conveniences; Compulsory Purchase of Lands; Exemption from Section 92 of Lands Clauses Consolidation Act, 1845; Consequential Alterations or Closing of Streams, Roads, Footpaths, &c.; Power to Deviate; Miscellaneous Provisions as to Conduct and Arrangement of Undertaking and Regulations in respect of Use of Undertaking; Power to Provide various Conveniences; Warehouses; Negotiable Warrants; Tolls, Rates, Duties and Charges; Agreements with and Powers to Great Eastern Railway Company, Harwich Harbour Commissions and Harwich Corporation; Power to Harwich Corporation to Subscribe; Payment of Interest out of Capital during Construction; Incorporation and Amendment of Acts; Miscellaneous and Incidental Provisions.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for an Act for the following purposes or some of them (that is to say):—

To incorporate a Company (hereinafter called "the Company") and to empower the Company to make and maintain in the county of Essex the dock and entrances with sea walls or embankments and other works hereinafter described or some of them, viz. :—

Work No. 1.—A dock with an entrance channel and lock in the parishes of St. Nicholas and Dovercourt, in the borough of Harwich, to be situate in the area of land and foreshore lying to the south of the River Stour, and bounded on the north by that river, and on the south and west by the Great Eastern Railway Company's branch railway from Harwich new pier to Parkeston Quay, and on the eastward by Stour-street, Harwich. The said dock is intended to have a water area of about 66 acres, and will be bounded on the south by a line drawn parallel, or nearly

parallel, to, and at a distance of about 15 chains northwards of that portion of the said branch railway which lies between the western end of Dovercourt station, and a point 33 chains, or thereabouts, measured in a westerly direction from the south-west corner of the south platform of Dovercourt station, on the north by a line drawn parallel, or nearly parallel, and at a distance of about 35 chains northwards of the said portion of the railway, and on the east by a line drawn approximately north and south through a point about 10 chains west from the junction of Canning-street with Stour-street, and will extend from the last named line westwards for a distance of 33 chains.

Work No. 2.—An entrance lock in the said parish of St. Nicholas, about 275 yards in length and about 30 yards in width, connecting the northern side of the said dock with the river Stour. Such lock will commence at a point on the northern side of the said dock, about 32 chains westward from the northern end of Stour-street, and will terminate at a point near the low-water mark of ordinary spring tides, and distant about 21 chains westward from the north-western corner of Harwich new pier, and about 45 chains northward of the sluice on Patrick's Cut near Phoenix Dock Quay.

Work No. 3.—A sea wall or embankment (No. 1) wholly in the parish of St. Nicholas, in the borough of Harwich, commencing at a point on the northern side of the reclamation bank seaward of the Stour-road, at a point 1 chain, or thereabouts, from the most northerly point of the said bank in a westerly direction on the said bank, and terminating at the north-east corner of the intended lock entrance hereinbefore described.

Work No. 4.—A sea wall or embankment (No. 2) commencing in the parish of Ramsey at a point on the boundary fence of the property of the Great Eastern Railway Company at Parkeston Station about 2½ chains south-east from the north-easternmost corner of Parkeston Quay and extending east therefrom to and terminating in the said parish of St. Nicholas at the north-western corner of the intended entrance lock hereinbefore described.

Work No. 5.—A diversion of the Dovercourt Dock River, wholly in the said parish of Ramsey, commencing at a point on that river about 1½ chains eastward from the bridge carrying the aforesaid branch railway over that river, extending thence northward to and terminating at a point on the seaward side of the sea wall or embankment No. 2 hereinbefore described about 5½ chains eastward from the commencement thereof.

The said works will be made in the parish of Ramsey, and the parishes of St. Nicholas and Dovercourt in the borough of Harwich, or some or one of them.

To enable the Company to make or provide and maintain from time to time in connection with the proposed dock and works all necessary and convenient railway sidings, junctions, turntables, bridges, approaches, roads, warehouses, sheds, buildings, quays, wharves, wharf walls, retaining walls, river walls, embankments, sewers, drains, culverts, sluices, jetties, groynes, shipping places, landing places, staithes, stages, gantries, coal and other tips, machinery, grid-