

moorings, dolphins, wharves, depots, sheds, engine and boiler houses, and other works and conveniences connected therewith (that is to say):—

A pier or jetty wholly situated in the parish of North Killingholme, in the rural district of Glanford Brigg, commencing at a point on high-water mark 390 yards or thereabouts, measured in a north-westerly direction from the outer end of the jetty at North Killingholme Haven, in the occupation of Messrs. G. and T. Earle Limited, and 380 yards or thereabouts, measured in a northerly direction from the north-west corner of the New Inn, adjoining the said Haven, extending thence in a north-easterly direction for a distance of 317 yards or thereabouts, and thence in a north-westerly direction for a distance of 200 yards or thereabouts, so as to form an L shaped pier-head, and terminating at a point distant 753 yards or thereabouts measured in a north by easterly direction from the north-west corner of the said New Inn, and 680 yards or thereabouts measured in a north-by-westerly direction from the said jetty at North Killingholme Haven.

2. To empower the Company to purchase, by compulsion or agreement, or to take on lease or otherwise acquire lands and buildings and rights and easements in, over, under or affecting lands and buildings in the aforesaid parish, and in the bed and foreshore of the River Humber.

3. To empower the Company to deviate in the construction of the said pier or jetty (hereinafter referred to as "the proposed pier") laterally and vertically from the lines and levels delineated on the plans and sections to be deposited as hereinafter mentioned to such extent as may be shown on the said plans and sections, or as may be prescribed by the intended Act.

4. To empower the Company to demand, take and recover tolls, rates, dues and charges upon vessels and persons using the proposed pier and upon animals, goods, merchandise and things shipped, unshipped or transhipped at the proposed pier, and to confer, vary or extinguish exemptions from the payment of tolls, rates, dues and charges.

5. To authorize the Company to reclaim, raise or alter the level of any lands acquired by the Company below high water mark, and to dredge, deepen, scour, cleanse, alter and improve the bed, shores and channel of the River Humber on the site of or adjoining or near to the proposed pier, and for the purpose of obtaining, preserving or improving the access thereto, and to use, appropriate, sell and dispose of any materials so dredged, and to purchase, hire, provide and maintain all necessary dredging and other machines, engines, tug boats, barges, hoppers, craft, machinery and appliances necessary or expedient for or in relation to the said purposes or any of them.

6. To make provision for the management, use, regulation and protection of the proposed pier, the regulation and control of vessels resorting thereto, and the lying of vessels in, along, at or near to the proposed pier, and for appointing and dismissing and regulating the powers and duties of pier-master, meters, weighers and other officers, and to prescribe and define the limits within which such provision shall be in force and the powers of such pier-master and other officers shall be exercised.

7. To authorize the Company to make, alter and rescind bye-laws for the management, use and protection of the proposed pier and for the regulation and control of persons, vessels, animals, vehicles and goods of every description using and resorting to or brought to the same, and for any other purposes of the intended Act, and to impose and recover penalties for the breach of any such bye-laws.

8. To exempt the Company from the provisions of section 33 of the Harbours, Docks and Piers Clauses Act, 1847, and any other provisions relating to the user of piers by the public.

9. To empower the Company to lease for such period and on such terms and conditions as may be prescribed by the intended Act the whole or any part of the Undertaking, and the tolls, rates, dues and charges authorized to be levied and recovered in respect thereof.

10. To authorize the Company on the one hand and the Admiralty, the Board of Trade and the Humber Conservancy Board or any of them on the other hand, to enter into and fulfil contracts and agreements for and in relation to all or any of the objects of the intended Act, and to confer on the Company and such bodies all necessary powers for that purpose.

11. The intended Act will vary and extinguish all existing rights and privileges which would interfere with its objects, and incorporate, with or without variation and modifications, all or some of the provisions of the Companies Clauses Consolidation Act, 1845, the Companies Clauses Act, 1863, the Lands Clauses Acts, the Harbours, Docks and Piers Clauses Act, 1847, and any Acts amending those Acts, and it will so far as may be necessary or expedient for the purposes thereof repeal, alter and amend the provisions of the Humber Conservancy Acts, 1852 to 1907 (particularly section 9 of the Humber Conservancy Act, 1899, and section 6 of the Humber Conservancy Act, 1905), and of any other Acts which may be affected by or interfere with the objects of the intended Act.

And notice is hereby further given, that plans and sections in duplicate of the proposed pier, together with a Book of Reference to such plans, 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 Parts of Lindsey in the County of Lincoln at his office at Lincoln, and that on or before the same day a copy of the said plans, sections and Book of Reference and a copy of this notice as published in the London Gazette will also be deposited with the Clerk of the Rural District Council of Glanford Brigg at his office, and with the Clerk of the Parish Council of the Parish of North Killingholme at his office, or if he have no office at his residence, or if there be no Clerk with the Chairman of that Council at his residence.

Printed copies of the Bill for the intended Act will be deposited in the Private Bill Office of the House of Commons on or before the 16th day of December, 1911.

Dated this 27th day of November, 1911.

MINET, PERING, SMITH AND Co., 7, St. Helen's-place, London, E.C., Solicitors for the Bill.

JOHN KENNEDY, W.S., 25, Abingdon-street, Westminster, S.W., Parliamentary Agent.