

sory Purchase of Lands and Buildings; Alteration of Existing Docks and Buildings; Interference with other Public Works; Power to Deviate from Lines shown on Deposited Plans; Regulations, &c.; for use of Fish Dock Extension; Dues, Rates and Charges; Further Capital; Making and Confirmation of Agreements; Incorporation and Amendment of Acts; and other purposes.)

NOTICE is hereby given, that the Great Central Railway Company (hereinafter called "the Company") intend to make application to Parliament forthwith for leave to introduce a Bill in the present Session under the above title for the following purposes or some of them.

1. To authorize the Company to make, maintain and use an alteration, enlargement and extension of their existing docks at Grimsby shown upon the plans to be deposited as hereinafter mentioned, consisting of the following or some of the following works with all necessary and convenient embankments, roads, bridges, wharves, walls, culverts, jetties, slips, landing places, locks, pontoons, dolphins, moorings, cranes, rails, sidings, sheds, warehouses, buildings and other works and appliances, all of which are hereinafter referred to as "the Fish Dock Extension" (that is to say):—

In the county of Lincoln (Parts of Lindsey):—

Work No. 1.—A sea wall or embankment for reclaiming portions of the foreshore bed or mud lands of the River Humber or adjoining thereto as part of or in connection with the dock and entrance and other works hereinafter described commencing at a point in the parish of Great Grimsby at the eastern side of the existing 35 foot lock entrance to the Company's existing No. 1 Fish Dock extending therefrom 29 chains or thereabouts measured in an easterly direction and thence 47 chains or thereabouts measured in a south-easterly direction and terminating in the parish of Cleethorpes on the northern boundary of the enclosure numbered 145 on the ¹/₂₅₀₀ Ordnance Sheet of Lincolnshire (Parts of Lindsey) No. XXII. (8), 2nd Edition, 1908, at a point 6½ chains or thereabouts measured in an easterly direction along that boundary from the crossing of the Grimsby county borough boundary.

Work No. 2.—An extension of the said No. 1 Fish Dock on the eastern side thereof to be bounded on the north and east sides by the said sea wall or embankment (Work No. 1), together with a new entrance lock into the said extension at a point on the northern side thereof 19½ chains or thereabouts measured along the said northern side from the centre of the existing 35 foot lock entrance to the No. 1 Fish Dock.

Work No. 3.—A pier or jetty commencing at the north-west corner of the proposed entrance lock to the said extension (Work No. 2) and extending into the River Humber for a distance of 3 chains or thereabouts in a northerly direction.

Work No. 4.—A pier or jetty commencing at the north-east corner of the proposed entrance lock to the said extension (Work No. 2) and extending into the River Humber for

a distance of 9½ chains or thereabouts in a north-easterly direction.

Work No. 5.—A diversion of the existing sewer outfall channel commencing at the southern end of the Company's No. 3 Graving Dock extending therefrom 16 chains or thereabouts measured in an easterly direction and thence 38 chains or thereabouts measured in a north-easterly direction and terminating at a point on low water mark of ordinary spring tides 20 chains or thereabouts measured in an easterly direction along the said low water mark of ordinary spring tides from the termination of the said existing sewer outfall channel and in connection therewith a stopping up of the said existing sewer outfall channel.

The works hereinbefore described will be situated within the following parishes and places, viz.: the parishes of Great Grimsby and Clee, both in the county borough of Grimsby, and in the parish of Cleethorpes, in the urban district of Cleethorpes-with-Thrunscoc, and in the bed of the River Humber adjacent to the said parishes.

2. To authorize the Company to reclaim and use so much of the foreshore and bed of the River Humber as may be necessary for the purposes of the Fish Dock Extension and the works connected therewith.

3. To empower the Company for the purposes of the Fish Dock Extension to divert into the same the waters of the River Humber and to dredge and deepen the bed and shores of the River Humber and if necessary to widen, improve, deepen and alter the channels and approaches to the existing Grimsby Docks from the North Sea and to remove and appropriate, sell or dispose of, any mud, sand, soil or other materials which may interfere with the construction and use of the Fish Dock Extension.

4. To authorize the Company for the purposes of and in connection with the Fish Dock Extension to purchase by compulsion or agreement and otherwise acquire and use lands and buildings and rights and easements in, over or under or affecting lands in the aforesaid parishes and in the bed of the River Humber, and notwithstanding anything contained in section 92 of the Lands Clauses Consolidation Act, 1845, to acquire parts of any lands, houses, buildings, manufactories or other premises without being required or compelled to purchase the whole thereof.

5. To authorize the Company to remove, alter or rebuild so much as may be convenient or necessary of their existing docks at Grimsby and of any warehouses, shed or other buildings connected therewith.

6. To authorize the Company to stop up, interfere with, alter or divert, either temporarily or permanently, all roads, bridges, footpaths, ways and rights of way, railways, tramways, gas, water, pneumatic and other pipes, electric wires and apparatus, rivers, streams, watercourses, sewers and drains which it may be necessary to cross, stop up, interfere with, alter or divert for the purposes of the Fish Dock Extension.

7. To enable the Company to deviate from the lines and levels of the intended works to the extent shown on the deposited plans and sections, or to such extent as may be prescribed by the Bill, and whether within or beyond the limits allowed by the Harbours Docks and Piers Clauses Act, 1847.