

Printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons before the 23rd day of December next.

Dated this 14th day of November, 1860.

Baxter, Rose, and Co.,
6, Victoria-street, Westminster.

In Parliament.—Session 1861.

Hull and Doncaster Railway.

(To unite the South Yorkshire Railway, at Stainforth, with the Hull and Selby Railway; Powers over same Railway; and to South Yorkshire and Great Northern Railway Companies.)

A PPLICATION is intended to be made to Parliament, in the next session thereof, for leave to bring in a Bill to incorporate a Company, and to confer upon them the following, or some of the following, among other powers:—

To make and maintain a railway with all necessary works, stations, approaches, sidings, and conveniences connected therewith; to commence by a junction with the Doncaster and Thorne branch of the South Yorkshire Railway, in the township of Stainforth, and parish of Hatfield, at about 10 chains to the west of the point where the boundary between the township of Stainforth and parish of Thorne crosses the said branch railway, to pass thence through or into the several parishes and places following, or some of them, that is to say: Stainforth, Hatfield, township and parish, Thorne, Sykehouse, Fishlake, Snaith, Snaith and Cowick, Rawcliffe, Hook, Goole, Armin, Drax, Newland, all in the West Riding of Yorkshire; Skelton, Laxton, Saltmarshe, Howden, Eastington, Kilpin, Balkholme, Linton, Bellasize, Greenoak, Bennetland, Scalby, Gilberdyke, Newland, Drax, Belby, and Blacktoft, all in the East Riding of Yorkshire; and to terminate in the township of Scalby, in the parish of Blacktoft, by a junction with the Hull and Selby line of the North-Eastern Railway, at the west side of a certain warping bridge under the said Hull and Selby Railway, near and to the eastward of the Staddlethorpe station on that railway.

To enable the Company, and any Company, or persons lawfully using their railway to pass over and use with their own engines and carriages so much of the Hull and Selby Line of the North-Eastern Railway Company as lies between the junction therewith of the intended railway and the town of Kingston-upon-Hull, and so much of the Thorne branch of the South Yorkshire Railway as lies between the said point of junction and Doncaster, together with the stations, watering-places, waterworks, branches, sidings, platforms, booking and other offices, warehouses, buildings, conveniences, and accommodations at Hull and Doncaster, and belonging to or connected with the said portions of railway respectively, upon such terms and conditions, pecuniary and otherwise, as may be agreed upon between the Company and the said North-Eastern Railway Company, and South Yorkshire Railway and River Dun Company respectively, or as may be defined in the Bill, or be settled by arbitration; and the Bill will provide for the interchange, accommodation, and transmission by the North Eastern Railway Company, and South Yorkshire Railway, and River Dun Company respectively, of traffic destined for or coming from the intended railway upon such terms and conditions as aforesaid.

To purchase lands, houses, and other property compulsorily for the purposes of the intended railway and works, to levy tolls and charges in respect thereof, and of the use of the said Hull

and Selby and South Yorkshire Lines, and to cross, alter, and divert roads, tramways, navigations, rivers, watercourses, streams, drains, and sewers, and to vary and extinguish existing rights and privileges so far as may be necessary in carrying into effect any of the objects of the Bill.

To authorize the mayor, aldermen, and burgesses of the borough of Kingston-upon-Hull, the guild or brotherhood of masters and pilots seamen of the Trinity House of Kingston-upon-Hull, the South Yorkshire Railway and River Dun Company (herein referred to as the South Yorkshire Company) and the Great Northern Railway Company, or either of those Companies, to contribute towards the cost of constructing the intended railway and works out of any monies belonging to them or under their control, and for this purpose to raise further monies by shares or by stock and by loan, and with or without any priority of dividend or interest, and other advantages over the existing and authorized capital of the contributing Company; and the Bill may authorize the said Companies, or either of them, to guarantee the payment of interest or dividend upon the capital to be raised under the powers of the Bill.

To enable the Company on the one hand, and the South Yorkshire Company and the Great Northern Railway Company, or either of those Companies, on the other hand, from time to time, to enter into contracts and agreements with respect to the working, management, maintenance, and use of the intended railway, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic on the railway; the payments to be made and the conditions to be performed with respect to such working, management, maintenance, use, and services; the interchange accommodation and conveyance of traffic coming from or destined for the undertakings of the contracting Companies, and the division and apportionment of the revenue arising from that traffic; and to authorize the appointment of joint committees for carrying into effect any such contract or agreement; and to confirm any agreement already made or which prior to the passing of the Bill may be made with the said Companies or either of them touching the matters or any of the matters aforesaid.

The Bill will incorporate with itself the necessary provisions of "The Railways Clauses Consolidation Act, 1845," "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," and "The Lands Clauses Consolidation Acts Amendment Act, 1860"; and it will amend and enlarge the powers and provisions of the several Acts, 10 and 11 Vict., cap. 291, and of the other Acts relating to the South Yorkshire Railway and River Dun Company; and of the Act 9 and 10 Vict., cap. 71, and the several other Acts relating to the Great Northern Railway Company; and also of the Act 17 and 18 Vict., cap. 211, and the several other Acts relating to the North Eastern Railway Company.

Duplicate plans and sections, describing the line and levels of the intended railway, and the lands, houses, and other property in or through which the same will be made, together with a book of reference to the plans containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of those lands, houses, and other property; also a published map with the line of railway delineated thereon, and a copy of this notice, will on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the West Riding of Yorkshire, at his office at Wakefield;