

eighteenth, the eighteenth and nineteenth, the twentieth and twenty-first, the twenty-first and twenty-second, the twenty-second and twenty-third, the twenty-third and twenty-fourth, the twenty-fourth and twenty-fifth, the twenty-fifth and twenty-sixth, the twenty-sixth and twenty-seventh, the twenty-seventh and twenty-eighth, the twenty-eighth and twenty-ninth, and the twenty-ninth and thirtieth years of the reign of Her present Majesty; as also to amend or repeal "The Forth and Clyde Junction Railway Act, 1853," "The Forth and Clyde Junction Railway (Amendment) Act, 1857," and "The Forth and Clyde Junction Railway (Dalmouach Branch) Act, 1861;" as also the following Acts relating to those portions of the undertaking of the North British Railway Company, now or formerly called the Caledonian and Dumbartonshire Junction Railway, and the Stirling and Dunfermline Railway, viz.:—(Local) 9 and 10 Vict., caps. 81 and 202; 10 and 11 Vict., cap. 83; 11 and 12 Vict., cap. 127; 12 and 13 Vict., cap. 86; 19 and 20 Vict., cap. 106; 21 and 22 Vict., cap. 64; and 25 and 26 Vict., cap. 135; as also "The North British, Edinburgh, Perth, and Dundee, and West of Fife Railways Amalgamation Act, 1862," "The North British and Edinburgh and Glasgow Railway Companies Amalgamation Act, 1865," and the several other Acts relating to the North British Railway Company, and to the undertakings now belonging to and held in lease by them, passed in the sessions of Parliament, held respectively in the fourteenth and fifteenth, the fifteenth and sixteenth, the sixteenth and seventeenth, the eighteenth and nineteenth, the nineteenth and twentieth, the twentieth and twenty-first, the twenty-first and twenty-second, the twenty-second and twenty-third, the twenty-third and twenty-fourth, the twenty-fourth and twenty-fifth, the twenty-fifth and twenty-sixth, the twenty-sixth and twenty-seventh, the twenty-seventh and twenty-eighth, the twenty-eighth and twenty-ninth, and the twenty-ninth and thirtieth years of the reign of Her present Majesty, and the several other Acts recited in any of the Acts before-mentioned and now in force, in relation to the said Companies or any of them.

And notice is further given, that printed copies of the said Bill will be deposited in the Private Bill Office of the House of Commons, on or before the twenty-second day of December next.

Dated this ninth day of November, eighteen hundred and sixty-six.

Shell and Small, 5, Bank-street, Dundee.

Grahames and Wardlaw, 30, Great George-street, Westminster.

In Parliament—Session 1867.

Hull Docks; Enlargement and Extension of Works in connection with the Western Dock; Additional Lands; Amendment of Acts.

NOTICE is hereby given that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill for the following purposes, or some of them (that is to say):

To confer upon the Dock Company at Kingston-upon-Hull (in this notice called "the Company,") the following powers, or some of them:

To alter the line of the embankment of the Western Dock as now authorized, and to extend the same to the southward along the foreshore of the River Humber, such alteration (herein referred to as embankment No. 1) to be situate in or adjoining the parish of Holy Trinity, in the town and county of the town of Kingston-upon-Hull, and to commence at a point in the em-

bankment now in the course of construction, distant about 210 yards southward of the place where Ropery-street joins the Humber Bank, and to terminate at or near the western extremity of the borough of Kingston-upon-Hull, at a point about 200 yards from the place where the western boundary of the borough crosses the Hull and Selby line of the North Eastern Railway Company, and to substitute the altered line of embankment for the portion of the authorized embankment between the limits before mentioned.

To make an embankment (herein called embankment No. 2), along the northern foreshore of the River Humber in continuation of the embankment No. 1, such embankment No. 2 to commence at the western boundary of the borough of Kingston-upon-Hull, as before described, and to run parallel or nearly so with the Hull and Selby line of the North Eastern Railway Company, and to terminate on the foreshore of the said river, in or near the parishes of North Ferriby, Hessle, and Kirk Ella, or one of them, at a point distant about 235 yards southward of the engine house on the Hull and Selby line of the North Eastern Railway Company, and about 1,000 yards measured in a straight line in a westerly direction from the said western boundary of the borough, together with a bank at right angles, or nearly so, with the embankment No. 2 before described, to connect at its western extremity the same embankment with the shore.

To authorize the Company to reclaim, use, and hold for the purposes of their undertaking and for the deposit of soil from the Western Dock, and for quays, wharves, sheds, coal tips, sidings, and for accommodation for goods and minerals, and for loading, unloading, and storing goods and minerals, the foreshore and bed of the River Humber to be enclosed by the said embankments and certain lands adjoining and near thereto.

To authorize the Company to purchase and take by compulsion or agreement the lands, houses, and property to be embanked, enclosed, or reclaimed by the said embankments No. 1 and No. 2, and also lands, houses, and property adjoining and near thereto, to be included within the limits of deviation to be defined on the plans to be deposited as hereinafter mentioned.

The said embankments No. 1 and No. 2 and other works, will be made, and the lands reclaimed by such embankments, and the lands to be taken in connection therewith, are situate in or adjoin the parishes, townships, and extra-parochial places of Holy Trinity, in the town and county of the town of Kingston-upon-Hull and West Ella, Kirk Ella, North Ferriby, Swanland, Dairy Coates, Ferriby, and Hessle, or some of them, in the East Riding of the county of York.

To authorize the Company to purchase, compulsorily or by agreement, the lands and foreshore on and adjoining the River Humber, situate in or adjoining the parishes, townships, and places of West Ella, Kirk Ella, North Ferriby, Swanland, Dairy Coates, Ferriby, and Hessle, or some of them in the said East Riding, and which lands and foreshore are situate between the termination of the embankment No. 2 before described, and a line drawn at right angles with the shore from a point about six chains west of the junction of the North Eastern Railway Company's Hull and Selby line, called the Hessle Junction, where the passenger line from Selby to Hull and the goods line to Hull diverge.

To authorize the Company to apply and use for the purposes of the Bill any money which they have raised or are authorized to raise under any of their existing Acts.

To authorize the Company to alter and remove