

Mickleby, Ellerby, Hinderwell, Borrowby, Easington, otherwise Easington-cum-Liverton, Loft-house, and Liverton, or some of them, in the North Riding of the county of York.

To relinquish so much of the railway authorised by the Whitby, Redcar, and Middlesborough Union Railway Act, 1866, as will be rendered unnecessary by the construction of such new or deviation railway.

The intended Act will authorise the Company to exercise all or some of the following powers, viz. :—

To cross, stop up, alter, or divert for the purposes of the Act, and either temporarily or permanently, any turnpike or other roads, highways, footpaths, streets, railways, tramways, canals, aqueducts, streams, rivers, bridges, sewers, drains, ways, and watercourses within or adjoining to the aforesaid parishes, townships, and places, or any of them.

To purchase by compulsion and by agreement, lands, houses, and hereditaments, and to acquire easements over lands and hereditaments, for the purposes of the intended works and of the Act, and to vary or extinguish any rights or privileges, connected with such lands, houses, and hereditaments.

To levy tolls, rates, and duties upon or in respect of the said intended railways and works, to alter the tolls which the Company are now authorised to take, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties respectively, and to confer, vary, or extinguish other rights and privileges.

To apply to the purposes of the intended Act the funds raised and to be raised under the Company's said Act, of 1866, and the intended Act will confirm, sanction, and prescribe the mode of raising the same, and to authorise the North Eastern Railway Company to take and hold shares in the capital of the Company, to guarantee interest or dividend thereon, and on all or any part of the Company's mortgages or debenture stock, and to lend money to the Company on the security of their undertaking.

And it is intended to incorporate with the said Act all or some of the provisions of "The Companies Clauses Acts, 1845, 1863, and 1869," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Railways Clauses Consolidation Acts, 1845 and 1863," and so far as may be necessary or desirable for any of the purposes of the said Act, to amend or repeal all or some of the provisions of "The Whitby, Redcar, and Middlesborough Union Railway Act, 1866," and of the 17th Vic., cap. 73; 28th and 29th Vic., cap. 868; and of all other Acts relating to the North Eastern Railway Company.

And notice is hereby given, that on or before the 30th day of November, 1872, plans and sections of the said intended railway and works, together with a book of reference to such plans or map, with the line of the intended railway delineated thereon, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the North Riding of the county of York, at his office at Northallerton, in the said county, and that on or before the said 30th day of November a copy of so much of the said plans, sections, and book of reference as relates to each parish and extra-parochial place from, in, through, or into which the said railway and works will be made, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection in the case of each such parish, with the parish clerk thereof at his residence, and in the case of each extra-parochial

place with the parish clerk of some parish immediately adjoining thereto at his residence.

On or before the 21st day of December next, printed copies of the said intended Act will be deposited at the Private Bill Office of the House of Commons.

Dated this 14th day of November, 1872.

*Tilleard, Godden, and Holme*, 34, Old Jewry, London, Solicitors.

*William Bell*, 27, Great George-street, Westminster, Parliamentary Agent.

In Parliament—Session 1873.

Mersey Docks and Harbour Board (No. 1).  
(New Works on the Liverpool side of the Mersey; Purchase of Lands; Application of Funds, and Further Money Powers; Tolls, Rates, &c.; Amendment of Acts).

NOTICE is hereby given, that application will be made to Parliament next Session by the Mersey Docks and Harbour Board (hereinafter called "the Board") for leave to bring in a Bill for the purposes, or some of the purposes, following (that is to say):

1. To authorise the Board to make and maintain the following works, or some or one of them (that is to say):

(a) A river wall in the township of Kirkdale, in the parish of Walton-on-the-Hill, in the county of Lancaster, commencing in the existing river wall of the Board, at or near the south-west corner of the Government Fort, called the North Fort, running thence in a northerly direction for about 800 feet, and terminating in the existing river wall of the Board, and to reclaim and vest in the Board such portion of the foreshore of the River Mersey as will lie to the eastward of the proposed river wall, and is not already vested in the Board;

(b) An alteration (in connection with an intended extension and enlargement of the Canada Basin) in the township of Bootle-cum-Linacre, in the parish of Walton-on-the-Hill aforesaid, of the northern pier at the entrance to that basin, such alteration to commence at a point about 400 feet northward from the head or south end of that pier, and to extend southwardly for about 220 feet, and to enable the Board to remove such part or parts of the said Northern Pier as it may be necessary or advisable to remove;

(c) A new dock in the township of Bootle-cum-Linacre aforesaid, commencing at a point about 500 feet northward from the north side of the Canada Basin, and extending thence in a northerly direction for about 1,200 feet, and being in its southern portion of the average width of 480 feet, and at its northern portion of the average width of about 1,000 feet.

(d) Three docks in the said township of Bootle-cum-Linacre aforesaid, on the eastern side of the proposed dock (c), commencing respectively at points about 230, 450, and 680 feet respectively northward of the north-east corner of the present Canada Half-tide Dock, and respectively extending in length from east to west, about 920 feet, and respectively lying between the proposed new dock (c) and the Regent-road;

(e) A dock in the township of Bootle-cum-Linacre aforesaid, immediately to the northward of the docks (c) and (d) above described, and extending northward for a length of about 1,800 feet, and lying between the river wall of the Board on the one side and