

Urban Sanitary Authority of the district to which the plans and sections relate, and a copy of so much of the said plans and sections and book of reference as relates to the several parishes in or through which the intended works are proposed to be made or lands are situate, and also a copy of this notice, as published in the London Gazette, will on or before the 30th day of November instant, be deposited with the parish clerk of each such parish at his place of abode, and in the case of any extra-parochial place with the parish clerk of some parish immediately adjoining thereto at his place of abode.

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 21st day of November next.

Dated this 16th day of November, 1882.

Sam. Geo. Johnson, Town Clerk, Notting-ham.

Sharpe, Parkers, Pritchard, and Sharpe,
9, Bridge-street, Westminster, Parlia-
mentary Agents.

In Parliament—Session 1883.

Poplar and Canning Town Railway.

(Incorporation of Company; Power to make Railways from Poplar to Canning Town, with all necessary Works; Compulsory Purchase of Lands and Houses; Power to take Tolls, &c.; Alteration of Tolls, &c.; Payment of Interest out of Capital; Facilities over Portions of the Railways and Working and Traffic Agreements, and other Provisions affecting the Great Eastern and the London and Blackwall Railway Companies; Agreements and Contribution by Metropolitan Board of Works, District and Local Boards; Incorporation of Acts; Amendment of Acts; and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session for leave to bring in a Bill (in this notice called "the Bill") for all or some of the following objects, powers, and purposes (that is to say):

1. To incorporate a Company, and to enable the Company so to be incorporated (in this notice called "the Company"), to exercise the following, or some of the following powers, and to make and maintain the railways and works hereinafter described, or some or one of them, or some part or parts thereof respectively, with all needful stations, sidings, approaches, bridges, roads, communications, and other works and conveniences connected therewith respectively (that is to say):

Railway No. 1.

A railway commencing in the parish of Saint Anne, Limehouse, in the county of Middlesex, by a junction with the London and Blackwall Railway, at a point 70 yards, or thereabouts, westward of the western end of the southern platform of the West India Docks Station, and terminating in the parish of West Ham, in the county of Essex, at a point in the field or market garden numbered 464 in that parish on the Ordnance map (scale 1-2500) 190 yards or thereabouts, measured in a westwardly direction from the north-eastern corner of that field or market garden, and 160 yards or thereabouts measured in a south-easterly direction from the north-western corner of the said field, which field or market garden is in the occupation of John Lancaster, which said intended railway will be made, or pass from or through or into the parishes, townships, extra-parochial

or other places following, or some of them—that is to say: St. Anne, Limehouse; All Saints, Poplar; St. Leonard, Bromley, in the county of Middlesex; and West Ham, in the county of Essex.

Railway No. 2.

A railway wholly in the said parish of West Ham, commencing by a junction with Railway No. 1 at the point above described as the termination thereof, and terminating by a junction with the North Woolwich line of the Great Eastern Railway, at a point 225 yards, or thereabouts, measured in a northerly direction along that line, from the northern end of the platforms of the Canning Town Station of that line.

Railway No. 3.

A railway wholly in the said parish of West Ham, commencing by a junction with Railway No. 1 at the point above described, as the termination thereof, and terminating by a junction with the said North Woolwich line, at a point 1,080 yards, or thereabouts, measured in a northerly direction along that line, from the northern end of the platforms of the said Canning Town Station.

2. To empower the Company to deviate laterally from the lines of the proposed railways and works to the extent shown on the plans to be deposited as hereinafter mentioned, or as may be provided by the Bill, and to deviate vertically from the levels shown on the sections to be deposited as hereinafter mentioned, to any extent which may be provided by the Bill or Parliament may sanction, and whether beyond the limits allowed by the "Railways Clauses Consolidation Act, 1845," or otherwise.

3. To empower the Company to cross, open, or break up, divert, alter, stop up, or interfere with, whether temporarily or permanently, all turnpike and other roads and highways, streets, lanes, alleys, courts, squares, passages, footways, streams, watercourses, rivers, navigations, canals, wharves, railways, tramways, sidings, sewers, drains, gas and water pipes, telephonic, telegraphic, and electric posts, wires, and pipes, pneumatic tubes, and other apparatus, and works of every description within the parishes aforesaid; and to authorise the appropriating and using the same, and the sub-soil and under-surface thereof, for the purposes of the proposed railways and works, and also the appropriating and using of the under-surface of any lands, streets, roads, squares, courts, alleys, passages, and places under or along which any of the proposed railways and works are intended to be made, which it may be necessary or expedient to cross, open, or break up, divert, alter, stop up, or interfere with, appropriate, and use for all or any of the purposes of the Bill.

4. To empower the Company to stop up, divert, and appropriate the site of streets, or roads, or some of them—that is to say: Stephenson-street, Junction-street, Wellington-place, Ship-street, Wellington-street, Manor-road, and Randall-street, all in the said parish of West Ham.

5. To repeal, vary, or alter all or some of the provisions of "The Lands Clauses Consolidation Act, 1845," relating to the limits of lateral and vertical deviation, and to alterations of roads, and substitution of roads in lieu of altered roads.

6. To empower the Company to enter upon, purchase, take, and use, temporarily or permanently, and either compulsorily or by agreement, or to lease or otherwise acquire, for the purposes of the proposed railways and works, lands, houses, and other property in the parishes afore-