

and of any other Acts relating to the Pontypridd, Caerphilly, and Newport Railway Company; 20 and 21 Vic., cap. 140, and of any other Acts relating to the Rhymney Railway Company; 1 Vic., cap. 70; 3 and 4 Vic., cap. 110, and of any other Acts relating to the Taff Vale Railway Company; and the Rhondda and Swansea Bay Railway Act, 1882.

And notice is hereby given, that on or before the 30th day of the present month of November, plans and sections showing the lines and levels of the said intended railways and works, and the lands which may be taken for the purposes thereof, together with a book of reference to the plans, a map with the lines of the intended railways 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 county of Gloucester, at his office at Gloucester; with the Clerk of the Peace for the county of Wilts, at his office at Marlborough; and with the Clerk of the Peace for the county of Monmouth, at his office at Usk; and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish or place from, in, through, or into which the intended railways and works will be made or situate, together with a copy of this notice, published as aforesaid, will be deposited for public inspection with the parish clerk of each such parish at his residence, and in the case of any extra-parochial place, with the clerk of the immediately adjoining parish at his residence.

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 December next.

Dated this 9th day of November, 1882.

Wiltens and Riddiford, Gloucester,
Solicitors.

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

In Parliament.—Session 1883.

Hull, Barnsley, and West Riding Junction
Railway and Dock Company.

(Various Powers.)

(New Railways in Hull, and in Kirk Ella and Newington Parishes; Abandonment of Part of Railways No. 6 and No. 7, authorised by the Company's Act of 1880, and Alteration of other Part of the same Railway No. 7; New Street from Mason-street to Charlotte-street, in Hull; Stopping up part of Mason-street and Charlotte-street-mews; Diversions of Bridle-roads, in Parishes of Badsworth and Royston, and of Back-lane, in the Parish of Drax. Additional Lands in Holy Trinity parish, Hull; Confirmation of Mode of Construction of Parts of Railways Nos. 2, 3, and 4, authorised by the Company's Act of 1880; Compulsory Purchase of Lands; Exemptions from Section 92 of "Lands Clauses Consolidation Act, 1845"; Special Powers relating to Lands; Tolls; Further Money Powers; Special Provisions as to Capital; Power to provide Hotels, Refreshment Rooms, &c.; 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 effecting the purposes or some of the purposes following, that is to say:—

To empower the Hull, Barnsley, and West Riding Junction Railway and Dock Company (in this Notice referred to as "the Company") to make and maintain the works hereinafter de-

scribed, or some of them, or some part or parts of them respectively, that is to say:—

A Railway (No. 1), wholly in the township and parish of Sculcoates, in the borough and county of the town of Kingston-upon-Hull, commencing by a junction with the Railway (No. 6) authorised by "The Hull, Barnsley, and West Riding Junction Railway and Dock Act, 1880" (in this Notice called "the Act of 1880"), at or near the point at which the said railway is on the plans deposited for and referred to in that Act (hereinafter referred to as "the plans of 1880"), shown as intended to cross Fountain-road, numbered on those plans 627, in the said parish of Sculcoates, and terminating on the north side of Charlotte-street, at a point about 90 yards eastward from the eastern side of Grimston-street.

And the Bill will or may authorise the Company to abandon and relinquish the construction of so much of the said Railway No. 6, authorised by the Act of 1880, as lies between the junction of the Railway No. 1 hereinbefore described and the authorised termination of the said Railway No. 6.

A Railway (No. 2), commencing in the parish of Kirk Ella, in the East Riding of the county of York, by a junction with Railway No. 3, authorised by the Act of 1880, at or near the bridge recently constructed by the Company under the line of the said Railway No. 3, about 8 chains eastward of the point shown on the Plans of 1880, and indicating the distance of 29 miles 3 furlongs from the authorised commencement of the said Railway No. 3, and terminating in the parish of Newington, in the same Riding, by a junction with Railway No. 7a, authorised by the Act of 1880, as now being constructed at a point thereon about 4 chains south-westwardly from the authorised termination thereof by a junction with the Railway No. 5, authorised by the Act of 1880.

To authorise the Company to abandon and relinquish the construction of so much of Railway No. 7, authorised by the Act of 1880, as lies to the north or north-west of the point thereon shown on the plans of 1880, and indicating the distance of two furlongs from the authorised commencement of the said Railway No. 7, and to make and maintain in lieu thereof a railway commencing in the parish of Newington aforesaid by a junction with the said authorised Railway No. 7, at or near the said point indicating two furlongs from its commencement as aforesaid, and terminating in the said parish of Newington, and in the parish of Kirk Ella aforesaid, or one of them, by a junction with the intended Railway No. 2, at or near the eastern side of Calvert-lane, and at a distance of about 2 chains southward from the bridge by which the said authorised Railway No. 3 is carried over the said lane.

An alteration of the levels of Railway No. 7, authorised by the Act of 1880, commencing in the parish of Newington aforesaid, at a point about 5½ chains south-eastward from the point marked upon the plans of 1880, and indicating the distance of 1 mile and 2 furlongs from the authorised commencement of the said Railway No. 7, and terminating in the parish of Holy Trinity, in the borough and county of the town of Kingston-upon-Hull, at or near the point at which the said Railway No. 7 is on the plans of 1880, shown as intended to cross Madeley-street, numbered on the said plans 59, in the last-mentioned parish.