

Road and Olney Junction Railway Act, 1879," and all other Acts relating to the Stratford-upon-Avon Towcester and Midland Junction Railway Company; "The Evesham Redditch and Stratford-upon-Avon Junction Railway Act, 1873," and all other Acts relating to the Evesham Redditch and Stratford-upon-Avon Junction Railway Company.

Printed copies of the intended Bill will be deposited, on or before the 21st day of December next, in the Private Bill Office of the House of Commons.

Dated this 16th day of November, 1883.

Merrick and Co., 6, Old Jewry, E.C.,  
Solicitors for the Bill.

J. C. Rees, 13, Great George-street, Westminster, Parliamentary Agent.

In Parliament.—Session 1884.

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

(New Railways in Parishes of Drypool and Kirkella; Additional Rails under and Alteration of Levels of Road in Parish of South Kirkby; Diversion of Footpaths in Parishes of Kirkella, Badsworth, and South Kirkby; Compulsory Purchase of Lands, Tolls; Additional Lands in Parishes of Hemsworth, South Kirkby, Kirkella, and Drypool; Abandonment of certain Railways and Works Authorised by the Company's Act of 1880; Further Money Powers; Payment of Interest out of Capital; Amendment of Acts.)

**N**OTICE 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 described, or some of them, or some part or parts of them respectively, that is to say:—

(a.) A railway (No. 1) wholly in the township and parish of Drypool, in the borough and county of the town of Kingston-upon-Hull, commencing by a junction with the Railway No. 5, authorised by "The Hull, Barnsley, and West Riding Junction Railway and Dock Act, 1880" (in this notice called the Act of 1880), as now being constructed at a point thereon about 2 chains south-eastward of the centre of the bridge carrying the said Railway No. 5 over Wyke-street, and terminating at a point about  $2\frac{1}{2}$  chains measured southwards from the south fence of the Hedon-road at right angles to that fence, at a point therein, 1 chain westward measured along the said fence from the west side of the bridge carrying the said Railway No. 5 over the Hedon-road.

(b.) A railway (No. 2) commencing by a junction with the Railway No. 5a authorised by the Act of 1880, at or near the authorised termination thereof, and terminating at a point about 50 yards southward from the south-eastern corner of Seward-street at its junction with the Hedon-road, and there forming a junction or junctions with one or more of the sidings on the land of the Dock Company at Kingston-upon-Hull. The intended Railway No. 2 will be wholly situate in the townships of Southcoates and Drypool, in the parish of Drypool aforesaid.

(c.) A railway (No. 3) commencing by a junction with the Railway No. 2, authorised by "The Hull, Barnsley, and West Riding Junction Railway and Dock (Various Powers) Act, 1883" (in this notice called the Act of 1883), at a point

about 15 chains measured along the line of the said authorised railway, as shown on the plans deposited for and referred to in the Act of 1883, from the authorised commencement thereof, and terminating at a point about  $1\frac{1}{2}$  chains westward from Springhead Inn. The intended Railway No. 3 will be made or pass from, in, through, or into the townships of Kirkella, and Anlaby, and Willerby, all in the parish of Kirkella, in the East Riding of the county of York, or some or one of those townships.

(d.) The laying down in the township and parish of South Kirkby, in the West Riding of the county of York, of an additional line or additional lines of rails under the road numbered 8 in the said parish, on the plans deposited for, and referred to, in the Act of 1880 (hereinafter referred to as "the plans of 1880"), and the alteration in the same township and parish of the levels of that road, between the centre of the bridge by which that road is carried over the Company's railway, and a point about 100 yards measured southwards along the said road from the centre of the said bridge.

To empower the Company to divert in the townships of Kirkella and Anlaby, in the parish of Kirkella aforesaid, the footpath crossing the Railway No. 3, authorised by the Act of 1880, as now being constructed at or near the point marked on the plans of 1880, and indicating the distance of 28 miles 6 furlongs from the commencement of the said Railway No. 3, such diversion to commence at or near the south fence of the said Railway No. 3, at the aforesaid crossing thereof, and to terminate at or near Springhead Inn above mentioned.

To empower the Company to divert in the parishes of Badsworth, and South Kirkby, and townships of Upton and North Elmsall, in the West Riding of the county of York, the footpath shown on the plans of 1880, as crossed by the Railway No. 2, authorised by the Act of 1880, at a point about 6 chains beyond the point marked on the said plans, and indicating the distance of 1 mile and 4 furlongs from the commencement of the said Railway No. 2, such diversion to commence at the point at which the said footpath crosses the northern fence of the said railway, and to terminate at a point 10 feet or thereabouts south of the point at which the said footpath crosses the southern fence of the said Railway No. 2.

To enable the Company, in connection with the aforesaid works, or any of them, to make and maintain from time to time all necessary and convenient viaducts, rails, sidings, junctions, turntables, stations, approaches, bridges, roads, gates, buildings, yards, machinery, and other works, buildings, and conveniences.

To empower the Company to stop up and discontinue for public use, and to extinguish all public and other rights of way, and other rights over or affecting any road or highway, the lands abutting on each side of which have been or may be acquired by the Company, or which may be shown on the plans to be deposited, as hereinafter mentioned as intended to be stopped up.

To authorise the Company to deviate laterally from the lines of the intended works to the extent shown on the plans to be deposited as hereinafter mentioned, or as may be provided by the Bill, and also to deviate vertically from the levels shown on the sections to be deposited as hereinafter mentioned.

To empower the Company to cross, open, or break up, divert, alter, stop up, or interfere with, whether temporarily or permanently, all such turnpike and other roads, lanes, highways,