

In Parliament.—Session 1885.

International Communication.

(Incorporation of Company; New and Enlarged Steam Vessels between England and the Continent; Water Station, Wharves, Walls, and Jetties at Dover; Railways, Stations, and Road at Dover; Levying Tolls, Rates, and Dues; Traffic and other Arrangements with London, Chatham, and Dover and South-Eastern Railway Companies; Agreements with the Corporation and Local Authorities of Dover and with the Dover Harbour Board; Agreements and Arrangements with Her Majesty's Government; Exemption from Town Harbour, and other Dues and Rates; Amendment of Acts; and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for an Act (hereinafter called "the intended Act") to effect all or some of the purposes following (that is to say):

To incorporate a Company (hereinafter called "the Company"), for the purpose of facilitating the communication between England and the Continent by the establishment of steam vessels of great power, speed, and burden, to ply between Dover and the Continent.

To enable the Company to make and maintain the works hereinafter mentioned, or some of them, with all needful stations, approaches, and conveniences connected therewith respectively (that is to say):

1. A water station, with all needful buildings, wharves, jetties, approaches, lifts, apparatus, and conveniences, to be formed by jetties, quays, and other works situated partly on the foreshore and in the sea between the landward end of the Admiralty Pier at Dover, and the southern side of the entrance to the present tidal harbour, and partly on the site of the present reservoir and adjoining lands opposite the Lord Warden Hotel, and the south-east corner of the present tidal harbour, and extending seaward in a south-easterly direction for a distance of 400 yards, or thereabouts, measuring in a south easterly direction from the north-eastern corner of the Lord Warden Hotel.

2. Dredging, deepening, and improving the bed of the sea in front of the proposed water station above described.

3. A railway (A) commencing on the southern quay of the tidal harbour, at or near a point 30 yards or thereabouts, measuring in a southerly direction, from the south-western angle of the said tidal harbour, and terminating by a junction with the London, Chatham, and Dover Railway, within the Dover Harbour Station, at or near a point situate 45 yards or thereabouts, measuring in a northerly direction, from the southern end of the up passenger platform.

4. A railway (B) commencing at the point before described as the commencement of the intended railway (A), and terminating by a junction with the South-Eastern Railway at or near a point 345 yards or thereabouts, measuring in a westerly direction, from the western-entrance to the tunnel under Archcliffe Fort at Dover.

5. A railway (C) commencing at the point before described as the commencement of the intended railways (A) and (B), and terminating on the intended New Water Station No. 1 above described, between the landward end of the Admiralty Pier at Dover and the southern side of the entrance to the present tidal harbour, at or near a

point situate 100 yards or thereabouts, measuring in an easterly direction from the south-eastern corner of the Lord Warden Hotel.

6. A railway (D) commencing at the point before described as the commencement of the intended railways (A) (B) and (C), and terminating on the intended new Water Station No. 1 above described, between the landward end of the Admiralty Pier at Dover and the southern side of the entrance to the present tidal harbour at or near a point situate 28 yards or thereabouts, measuring in a southerly direction from the south-eastern corner of the reservoir at the south side of the entrance to the tidal harbour.

7. An approach road commencing at a point in Clarence-place 35 yards or thereabouts, measuring in a north-westerly direction from the north-western corner of the Lord Warden Hotel, passing under the said intended railways, and also the railways of the South Eastern and London, Chatham, and Dover Railway Companies, or one of them, and terminating at the stone pitching on or near the line of high water ordinary spring tides at a point 35 yards or thereabouts measuring in an easterly direction from the north-eastern corner of the Lord Warden Hotel.

The said intended water station, railways, and works will be situated in the parishes of St. Mary the Virgin and St. James the Apostle, Dover, and Hougham, all in the county of Kent.

The intended Act will authorise the Company to exercise the powers, or some of the powers following (that is to say):

To deviate laterally from the lines of the intended works to the extent shown on the plans hereinafter mentioned, and to deviate vertically from the levels shown on the sections hereinafter mentioned to such extent as may be provided by the intended Act:

To cross, stop up, appropriate, alter, and divert, either permanently or temporarily, the streets, footpaths, drains, sewers, subways, electric and telephonic apparatus, pipes, ways, and approaches following, or some of them (that is to say):

Limekiln - street, Bulwark - hill, Bulwark - street, Bulwark - lane, Oxendon - street, Round Tower - street, Round Tower - lane, Council House - street, Seven Star - street, Clarence - place, Strond - street, Strond - lane, Limekiln - lane, Elizabeth - lane, Oxendon - lane, Hawkesbury - street, Crosswall, and Paradise - street.

To purchase by compulsion or by agreement for the purposes of the said intended works, or of the intended Act, lands, buildings, waters, hereditaments and easements in, under, or over any lands, buildings, and hereditaments, and if Company shall so think fit to acquire by compulsion easements only in, under, through, or over any lands, buildings, waters, and hereditaments, without being required to purchase such lands, buildings, waters, or hereditaments, and the intended Act will vary or extinguish any rights or privileges connected with such lands, buildings, waters, and hereditaments, which it may be necessary or convenient for the purposes of the intended Act to vary or extinguish:

To sell, convey, demise, lease, or otherwise dispose of any lands and hereditaments purchased or acquired under the powers of the intended Act, and which may not be required