

In Parliament.—Session 1898.

North Eastern Railway.

(Power to make Dock Works at Kingston-upon-Hull; Additional Powers with reference to new and existing Railways, Roads, Footpaths, and other Works, and Lands in the counties of Cumberland, Northumberland, Durham, and North, West, and East Ridings of the county of York, and the cities of Newcastle-upon-Tyne and Kingston-upon-Hull; Capital Powers and application of Funds; Amendment of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session by the North Eastern Railway Company (hereinafter called "the Company") for an Act for all or some of the following purposes (that is to say):—

[In this Notice any township or other place for which a separate poor rate is or can be made, or for which a separate overseer is or can be appointed, is referred to as a parish.]

To empower the Company to make and maintain the river walls, dock and other works at Kingston-upon-Hull, hereinafter described and hereinafter referred to as "the Hull dock works" (that is to say):—

- (1) A River Wall or Embankment No. 1 on the north shore and bed of the River Humber, commencing at the existing river bank or wall of the Hull Docks, near to and on the east side of the entrance to St. Andrew's Dock from the River Humber, and extending thence in an easterly direction for a distance of 1880 yards or thereabouts to and terminating at a point in the River Humber 110 yards or thereabouts south of the south pier head of the Albert Dock Lock Entrance.
- (2) A deep water lock and entrance to the Albert Dock, commencing at the south-east corner of that dock and extending in an easterly direction into the River Humber, and such lock to have a length of 600 feet or thereabouts.
- (3) A River Wall or Embankment No. 2, on the north shore and bed of the River Humber, with openings through the same for the lock and entrance into the intended dock and the basin and creek or lay-bye hereinafter described, commencing at a point in the River Humber 40 yards or thereabouts measured in a southerly direction from the south pier head of the Albert Dock Lock Entrance, and extending thence in an easterly direction for a distance of 360 yards or thereabouts to a point in the River Humber 120 yards or thereabouts south of the western end of the Victoria Pier Head, and extending thence in a northerly direction to and terminating at a point 40 yards, or thereabouts, eastwards of the northern end of the east pier of the Humber Dock Basin.
- (4) A Dock with a lock and entrance from the River Humber through the said intended River Wall or Embankment No. 2, such dock to be situate on the north bank of the river, between the eastern end of the Albert Dock on the west and the Victoria Pier on the east, and to occupy in whole or in part the sites of the Humber Dock Basin, the Island Wharf, the Albert Dock Basin, the Albert Dock Lock and the Humber Dock Lock, and measuring 440 yards or thereabouts from east to west, and 130 yards or thereabouts from north to south, and the said lock and entrance to be generally in line with the said Humber Dock Lock, and the lock to

have a length of 320 feet or thereabouts.

- (5) A basin within the said intended river wall or Embankment No. 2, to the eastward of the new lock next above described, with an entrance from the River Humber through the said intended river wall or Embankment No. 2, and a small lock and entrance to the said intended dock for river craft, commencing in the basin above described and terminating at the south-east corner of the said intended dock, and such lock to have a length of 100 feet or thereabouts.
- (6) A creek or lay-bye, commencing at a point in the said intended river wall or Embankment No. 2 immediately to the eastward of the basin above described, and extending in a northerly direction for a distance of 100 yards or thereabouts.
- (7) A Pier (in substitution for the existing Victoria Pier) commencing on the south side of Nelson-street opposite the end of Queen-street, and extending thence in a southerly direction for a distance of 80 yards or thereabouts, with a pontoon landing stage 400 feet in length, measured from east to west, situate 100 yards or thereabouts in a southerly direction from the existing Victoria Pier, and to be connected by a bridge with the intended pier above described.
- (8) An extension of the existing Vittoria Jetty or Pier, in a southerly direction, of 50 yards or thereabouts.
- (9) A River Wall or Embankment, No. 3, on the north shore and bed of the River Humber, commencing on the east bank of the River Hull at a point 170 yards, or thereabouts, south of the bridge over that river known as South Bridge, and extending thence in a southerly and easterly direction to and terminating on the shore of the River Humber at the south-west corner of the west pier of the outer basin of the Victoria Dock.
- (10) An alteration and diversion of so much of the road known as Wellington Street, which crosses the entrance lock to the Humber Dock, as lies between points respectively 85 yards or thereabouts east, and 85 yards or thereabouts west of the said lock.
- (11) An extension of the Victoria Dock to the eastward for a distance of 500 yards or thereabouts from the eastern end of the existing Victoria Dock, this extension having an extreme width of 200 yards or thereabouts.
- (12) A railway (No. 1) commencing by a junction with the Company's Victoria Dock Branch, at a point 520 yards or thereabouts measured in a northerly direction from the point where the said Victoria Dock Branch crosses the Hedon-road, and terminating at a point 20 yards or thereabouts northwards of the river bank of the River Humber, and 160 yards or thereabouts eastward of the eastern boundary of Earle's Shipbuilding Yard, and in connection therewith an alteration and deviation of the line and levels of Hedon-road, and an alteration of the levels of the said Dock Branch.
- (13) A railway (No. 2) commencing on the south side of the Victoria Dock by a junction with existing sidings at a point 160 yards or thereabouts, measured in a south-westerly direction, from the south-eastern corner of the Victoria Dock, and terminating by a junction with the intended Railway No. 1 at a point 150 yards or thereabouts, measured in a