

other person or Company as aforesaid, in respect thereof.

13. To amend, vary, and define the terms, conditions, and period upon, and at which the Local Authority or Authorities may purchase the undertaking of the Promoters, including both the existing tramways and the tramways proposed to be authorised by the intended Order, and to vary and amend Section 43 of the Tramways Act, 1870, so far as the same applies to the Promoters' undertaking.

14. To incorporate in the intended Order the whole or some of the provisions of the Tramways Act, 1870, and of the Lands Clauses Acts with such alteration or amendment thereof as may be deemed expedient, and to incorporate or to repeal or vary the provisions or some of them of the Gravesend, Rosherville and Northfleet Tramways Order, 1881, the Gravesend, Rosherville and Northfleet Tramways (Extension) Order, 1884, the Locomotives Act, 1861, and the Locomotives Act, 1865, and the Highways and Locomotives (Amendment) Act, 1878, and any Act or Order amending the said Acts or Orders, or any of them, so far as they respectively apply to or affect the said existing or intended tramways or any carriages or engines to be used thereon, or which may affect in any wise such tramways, engines, or carriages.

15. And the said intended Order will vary or extinguish all rights and privileges inconsistent with or which would or might in any way interfere with the objects thereof, and will confer other rights and privileges.

16. And notice is hereby further given, that plans and sections of the proposed tramways and works, and a copy of this Notice as published in the London Gazette, will be deposited, on or before the 30th day of November instant, at the office of the Board of Trade, Whitehall-gardens, London, and for public inspection with the Clerk of the Peace for the county of Kent, at his office at Maidstone, at the offices of the Mayor, Aldermen and Burgesses of the borough of Gravesend at the Town Hall, High-street, Gravesend and at the offices of the Northfleet Urban District Council, at The Hill, Northfleet, at the offices of the Dartford Rural District Council, The Sessions House, Dartford, and of the Swanscombe Parish Council, Galley-hill, Swanscombe, and, on or before the same day, a copy of so much of the said plans and sections as relates to each parish in which such tramways are proposed to be laid, together with a copy of this Notice as aforesaid, will be deposited with the parish clerks of such parishes at their respective residences, or in the case of any rural parish to which a Parish Council has been elected with the clerk of such council at his residence or (if there be no clerk) with the chairman of such council at his residence.

17. The draft of the proposed Provisional Order will be deposited at the Offices of the Board of Trade on or before the 23rd day of December next, and printed copies thereof when deposited, and of the Provisional Order when made, will be deposited at the offices of the undersigned, and will be there furnished (at the price of one shilling for each copy) to all persons applying for them.

18. Every company, corporation, or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the said intended application, may do so by letter addressed to the Assistant Secretary of the Railway Department, Board of Trade, Whitehall, London, S.W., on

or before the 15th of January next, and copies of such representation or objections must at the same time be sent to the Promoters, and in forwarding to the Board of Trade such objections the objectors, or their agents, should state that a copy of the same has been sent to the Promoters or their agents.

Dated this 12th day of November, 1898.

ASHWELL, BROWNING & TUTIN, 79, Queen-street, Cheapside, London, E.C., Solicitors;

BAXTER & Co., 12, Victoria-street, Westminster, S.W., Parliamentary Agents.

In Parliament.—Session 1899.

North Eastern and Hull and Barnsley Railways (Joint Dock).

(Power to the North Eastern Railway Company and the Hull, Barnsley and West Riding Junction Railway and Dock Company, Jointly and Separately, to Make a New Dock Railways and Works at Kingston-upon-Hull; Constitution of Joint Committee; Running Powers to North Eastern Railway Company over part of Hull and Barnsley Railway; Agreements between the said Companies; Additional Capital Powers for the said Companies; Application of Funds and 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 North Eastern Company"), and the Hull, Barnsley and West Riding Junction Railway and Dock Company (hereinafter called "the Hull and Barnsley Company") for an Act for all or some of the following purposes (that is to say):—

1. To empower the North Eastern Company and the Hull and Barnsley Company (hereinafter called "the Joint Companies") or the Joint Committee to be constituted as hereinafter mentioned, to make and maintain the dock, river wall, and other works, hereinafter described, with all requisite railways, sidings, approaches, roads, works, and conveniences connected therewith (hereinafter called "the Joint Undertaking"):

(1). A river wall or embankment on the north shore and bed of the River Humber, with a sluice or outlet in the same for the water from the Holderness drain and an entrance through the same into the intended dock, hereafter described, such river wall or embankment commencing at the south-east corner of the existing wall or embankment of the Alexandra Dock and extending thence in a curved line in an easterly direction through the dolphin near the end of the Marfleet drain outfall for a distance of two thousand five hundred and twenty yards, or thereabouts, to a point distant eight hundred and fifty yards, or thereabouts, in a south-westerly direction from the point on the Humber Bank footpath, at which the said footpath meets the Old Fleet drain, and extending thence in a north-easterly direction to and terminating at or near to the point on the Humber Bank footpath hereinbefore described.

(2). A dock with a lock and entrance from the River Humber through the said intended river wall or embankment, such dock to be situate on lands on the north bank of the river between the Holderness drain on the west and the Old Fleet drain and the Salt End pasture on the east, and between the intended river wall or embankment on the south and Hedon-road on the north. The said dock to measure one thousand and fifty