

Appropriation of Berths; Provisions as to Warehousing of Goods; Issue of Warrants for Goods; By-Laws and Regulations; Hotels, etc.; Omnibuses and Vehicles; Leasing of Undertakings; Working and Traffic Arrangements with the Midland and Great Eastern Railway Companies; Agreements with Canvey Island Commissioners, Port of London Authority, and others; Power to Pay Interest out of Capital; Incorporation, Amendment and Repeal of Acts; General and Incidental Provisions.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for leave to introduce a Bill for the following or some of the following among other purposes (that is to say):—

To incorporate a Company (hereinafter called "the Company").

To empower the Company to make, maintain, and use in the County of Essex the works hereinafter described, with all necessary and convenient buildings, houses, sheds, warehouses, cold storage accommodation, yards, quays, wharves, ponds, basins, walls, embankments, piers, jetties, groynes, gantries, cuts, channels, slips, cranes, hydraulic, electric and other lifts, hoists, drops, and traversers, dolphins, moorings, buoys, beacons, rails, sidings, junctions, turntables, stations, signals, bridges, roads, approaches, gates, fences, waterworks, wells, reservoirs, pumps, sewers, drains, culverts, sluices, mains, pipes, conduits, wires, cables, apparatus, works, and conveniences.

The said intended works are the following (that is to say):—

Work No. 1.—A wharf, quay or landing stage, situate partly on the northern bank of the River Thames and partly on the bed or shore of that river, in the parish of Canvey Island, in the Rural District of Rochford, and extending from a point 20 chains or thereabouts measured in a south-easterly direction from the south-eastern corner of the Haven Hole Coastguard Station, and 10.5 chains or thereabouts measured in a south-westerly direction from the southern extremity of the dyke forming the boundary between the enclosures respectively numbered 362 and 364 on the  $\frac{1}{2500}$  Ordnance Map, 2nd Edition, 1897 (Essex Sheet LXXXV. 2, Kent Sheet IV., 7 and 8), to a point 14 chains or thereabouts measured in a southerly direction from the south-western corner of the farmhouse known as Scarhouse, and 20 chains or thereabouts measured in a south-westerly direction from the southern extremity of the dyke forming the boundary between the enclosures respectively numbered 373 and 376 on the  $\frac{1}{2500}$  Ordnance Map, 2nd Edition, 1897 (Essex Sheet LXXXV. 3).

Work No. 2.—A Railway, No. 1, commencing in the parish of Pitsea, in the rural district of Billericay, by a junction with the Midland Railway (Barking to Southend line), at a point 30 chains or thereabouts measured along that railway in an easterly direction from the centre of the bridge carrying the road leading from Pitsea village to Pitsea Junction Station over the said railway, and terminating in the parish of Bowers Gifford in the enclosure No. 183 on the  $\frac{1}{2500}$  Ordnance Map, 2nd Edition, 1896 (Essex Sheet No. LXXVII. 6), at a point

12 chains or thereabouts measured in a southerly direction from the south-western corner of the house at Rookery Farm, and 3 chains or thereabouts measured in a south-easterly direction from the north-west corner of the said enclosure No. 183.

Work No. 3.—A Railway, No. 1a, wholly in the parish of Pitsea, in the rural district of Billericay, commencing by a junction with the Midland Railway (Tilbury to Pitsea line) at a point 14 chains or thereabouts measured along that railway in a westerly direction from the centre of the level crossing of the road leading from Pitsea Hall to Pitsea at Pitsea Junction Station, and terminating by a junction with the intended Railway No. 1 in the enclosure numbered 169 on the  $\frac{1}{2500}$  Ordnance Map, 2nd Edition, 1897 (Essex Sheet No. LXXVII. 5), at a point 6.5 chains or thereabouts measured in a north-easterly direction from the south-west corner of the said enclosure, and 5.5 chains measured in an easterly direction from the north-west corner of the said enclosure.

Work No. 4.—A Railway, No. 2, commencing in the parish of Bowers Gifford, by a junction with Railway No. 1, at the southern termination thereof, and terminating in the parish of Canvey Island in the enclosure No. 383 on the  $\frac{1}{2500}$  Ordnance Map, 2nd Edition, 1897 (Essex Sheet No. LXXXV. 3), at a point 6 chains or thereabouts measured in a northerly direction from the corner of the river wall known as Deadmans Point, and 5 chains or thereabouts measured in a southerly direction from the north-eastern corner of the said enclosure along the dyke dividing it from the enclosure numbered 384 on the said Ordnance map.

Work No. 5.—A Railway, No. 3, wholly in the said parish of Canvey Island and rural district of Rochford, commencing by a junction with the intended Railway No. 2 in the enclosure numbered 357 on the  $\frac{1}{2500}$  Ordnance Map, 2nd Edition, 1897 (Essex Sheet No. LXXXV. 2, Kent Sheet Nos. IV., 7 and 8), at a point 3 chains or thereabouts measured in a north-easterly direction from the north-eastern corner of the Haven Hole Coastguard Station, and 8 chains or thereabouts measured in an easterly direction from the north-eastern corner of the farmhouse known as Sluice Farm, and terminating by a junction with the said intended Railway No. 2, in the enclosure numbered 376 on the  $\frac{1}{2500}$  Ordnance Map, 2nd Edition, 1897 (Essex Sheet No. LXXXV. 3), at a point 15 chains or thereabouts measured in an easterly direction from the south-east corner of the farmhouse known as Scarhouse, and 16.5 chains or thereabouts measured in a westerly direction from Deadmans Point aforesaid.

Work No. 6.—A Railway, No. 4, commencing in the parish of North Benfleet, in the rural district of Billericay, by a junction with the Great Eastern Railway (Shenfield to Southend line) at a point 5 chains or thereabouts measured in a south-easterly direction from the centre of the signal cabin at Fanton Junction of that line with the disused spur curve to Southminster and terminating in the parish of Bowers Gifford, in the rural district of Billericay, by a junction with Railway No. 2 at the commencement