

side of the said river, and also to enable the said company to enlarge their intended station, approaches, and works in the parish of Saint Mary-le-Wigford, in the city of Lincoln, and in like manner to enlarge their intended station, approaches, and works in the following places, or some of them, Boston parish and borough, Skirbeck parish and township, Skirbeck-quarter, Skirbeck, Skirbeck-quarter-fen, in the parts of Holland, in the county of Lincoln.

And also to abandon the formation of so much of the line of railway, authorized by the first recited Act, as lies between a field, numbered 4, in the parish of Balderton, in the county of Nottingham, on the said first-mentioned plans, and a certain other field, numbered 8, in the parish of Cromwell, and said county of Nottingham, on the same plans, and, in the stead thereof, to make and maintain another line of railway, with proper stations, works, and approaches connected therewith, commencing by a junction with the said first-mentioned railway, at the said field No. 4, in the said parish of Balderton, on the said first-mentioned plans, and terminating by a junction with the said first-mentioned railway, at the said field numbered 8, in the said parish of Cromwell, and passing from, through, or into the following townships, parishes, and extra-parochial places following, or some of them; Balderton parish and township, Barnby in the Willows parish and township, Coddington parish and township, Hawton parish and township, Newark-upon-Trent parish and township, East Stoke parish and township, Thorpe, Winthorpe parish and township, Farndon parish and township, Kelham, Averham, South Muskham parish and township, South Carlton, Little Carlton, North Muskham parish and township, Norwell, Bathley, Cromwell parish, Cromwell townships, Willoughby, Norwell Woodhouse, Carlton-upon-Trent parish and township, and Caunton, all in the said county of Nottingham.

Also a branch railway, diverging from the last mentioned proposed line, at or near to the point where the same crosses the Trent navigation, and terminating by a junction with the Midland Railway, near to the Great North-road, the whole of which will be situate in the parishes and townships of Newark-upon-Trent, East Stoke, Averham, and Kelham, or one of them, in the said county of Nottingham.

Also another branch railway, diverging from the said proposed line of Railway, at or near to the same point as the last-mentioned branch railway, and terminating by a junction with the line of the Midland Railway, at a point situate about five hundred yards west of the Great North-road, the whole of which will be situate in the parishes and townships of Newark-upon-Trent, East Stoke, Averham, and Kelham, in the said county of Nottingham.

And also to enable the same company to make and maintain a branch line of railway or curve, with proper works and approaches, commencing at a field numbered 22, in the parish of Gainsbrough, and county of Lincoln, on the said first above-mentioned plans, and terminating by a

junction with the Great Grimsby and Sheffield Junction Railway, at or near a field, number 26, in the said parish of Gainsbrough, on the said first above-mentioned plans, and situate wholly in the said parish and township of Gainsbrough.

And also to make agreements with the Lancashire and Yorkshire Railway Company, the Leeds and Thirsk Railway Company, and the Leeds, Dewsbury, and Manchester Railway Company, and their lessees, or with any other railway company, being the owners or lessees of, or in possession of a railway station at Leeds, for providing station accommodation for the traffic of the Great Northern Railway Company, in Leeds, in the west riding of the county of York.

And notice is hereby further given, that it is intended, for the purposes aforesaid and for other purposes, to alter, amend, extend, and enlarge the powers and provisions of "The Great Northern Railway Act, 1846;" "The Great Northern Railway (Deviations near Doncaster) Act, 1847;" and "The Great Northern Railway (Deviations between Grantham and York) Act, 1847;" and to amend and enlarge the powers and provisions of the first recited Act, with respect to the Company of Proprietors of the Witham Navigation, and to repeal certain other of the said powers and provisions, and to grant other, further, and more effectual powers in the stead thereof, and to alter the tolls, rates, and duties granted by the first-mentioned Act.

And in the said Bill power will also be applied for to deviate from the line or lines laid down on the plans hereinafter mentioned to the extent thereof defined, and to divert, stop up, or alter, whether temporarily or permanently, all such turnpike roads, highways, railways, tram roads, streets, paths, passages, aqueducts, canals, navigations, streams, rivers, and watercourses, within the places aforesaid, as it may be necessary or expedient so to divert, alter, or stop up, for the purposes of the said railways, works, stations, approaches, and conveniences.

And notice is hereby also given, that it is intended to apply for power by the said Act to levy tolls, rates, or duties in respect of the said substituted lines of railway, and of the branch railways hereinbefore described respectively, and to grant certain exemptions from such tolls, rates, or duties; and also to apply for the powers usually conferred for the compulsory purchase of the lands, houses, and hereditaments to be described upon the plans hereinafter mentioned, and for power to vary or extinguish all rights and privileges touching such lands, houses, and hereditaments which may in any manner interfere with the objects aforesaid, and to confer other rights and privileges; and also to enable the said Great Northern Railway Company to raise a further sum of money by the creation of new or additional shares, and by loan or otherwise, for the purposes aforesaid, and for the general purposes of the said undertaking.

And notice is hereby further given, that plans and sections, describing the line and levels of the intended alterations, and of the intended new or