

belonging to John Henry Newsome, as devisee in trust, under the will of the late Thomas Killam and Elizabeth Killam, and occupied by the said Elizabeth Killam, distant about 290 yards north of the Kirton-lane, in the township of Stainforth and parish of Hatfield, in the said West Riding.

Secondly. A railway commencing by a junction with the said first proposed railway in that part of a field in the said township of Armin and parish of Snaith (formerly in several fields), which as a separate field was called Canal or Railway Field, belonging to Hannah Clark, and Charles Briggs as trustee of the marriage settlement of Charles Henry Dunhill and Hannah Carter Dunhill, his wife, and in the occupation of Thomas Briggs, at or near to a point on the north side of the Wakefield, Pontefract, and Goole Branch Railway of the Lancashire and Yorkshire Railway Company, distant about 660 yards north-east of a wooden bridge, by which the said Branch Railway crosses the New Potter Grange Drain, and near to which point the said first proposed railway is intended to cross the said Wakefield, Pontefract, and Goole Branch Railway, and thence passing from, through, into, and in the townships of Armin and Hook and parish of Snaith aforesaid, or some of them, and terminating by a junction with the railway at Goole of the undertakers of the navigation of the Rivers Aire and Calder at or near a point distant 118 yards south-west of the level crossing of that railway over the occupation road leading from the Old Potter Grange Farm to Goole, and over the public footpath leading from Goole to the turnpike road from Goole to Snaith, in the said township of Hook and parish of Snaith, in the said West Riding.

Thirdly. A railway commencing by a junction with the said first proposed railway, at a point distant 15 yards south-west of the north-east fence of that part of the said field in the said township of Armin and parish of Snaith (formerly in several fields), which as a separate field was called Seavey Field, and on the south-west side of the said occupation road and public footpath, and which point is distant about 473 yards south-east of the farm buildings of the said Old Potter Grange Farm, and terminating by a junction with the said Wakefield, Pontefract, and Goole Branch Railway, at a point distant about 88 yards, north-east of the said above-mentioned wooden bridge, which said thirdly proposed railway will be wholly situate in the said township of Armin and parish of Snaith, in the said West Riding.

And in such intended Act powers will be sought to form the proposed junctions with the Hull and Selby, the Wakefield, Pontefract, and Goole Branch, and the South Yorkshire Railways, and the said railway of the said undertakers, and otherwise to interfere with those railways, and the lands and works thereof; also powers to deviate in constructing the proposed railways from the lines laid down on the plans thereof, to be deposited as hereinafter mentioned; also powers to cross on the level or over or under, and to divert, alter, or stop up, whether temporarily or permanently, all such turnpike roads, parish roads, highways, streets, and other roads, rivers, streams, canals, navigations, railways, tramroads, and other works, within the said parishes, townships, and extra-parochial or other places aforesaid, or some of them, as it may be necessary to pass across, or over, or under, or to divert, alter, or stop up, for the purposes of such proposed railways and works or any of them, and to purchase by compulsion or otherwise the lands and houses required for the purposes of the said proposed railways and works, and to alter, vary, or extinguish all existing

rights, privileges, and exceptions connected with such lands and houses, or which would in any manner impede or interfere with the construction, maintenance, and use of the said proposed railways and works, and to confer, vary, or alter other rights, privileges, and exemptions, and also powers to levy tolls, rates, and duties for or in respect of the use of the said proposed railways and works, and to alter existing tolls, rates, and duties, and to confer such exemptions from the payment of such existing and proposed tolls, rates, and duties as may be thought expedient.

And it is also proposed by such intended Act to authorise the Company to apply any of their existing funds, and to raise by the creation of new shares or stock, and by borrowing further sums of money for the purposes of the said intended Act, and to authorise the assigning to all or any of such new shares or stock, such guaranteed dividend or dividends, and such preferences, priorities, or privileges in the payment of dividends or otherwise, over or *pari passu* with all or any other classes or class of shares or stock in the Company as may be agreed upon, or as may be provided by or under the provisions of such intended Act.

And it is also proposed by the said intended Act to authorise and enable the Company, and any other Company or persons lawfully using their railways, or any part thereof, to run, pass, and carry with and by their own or any other engines and carriages over the railways of the South Yorkshire Company, the Manchester, Sheffield, and Lincolnshire Railway Company, and of the Lancashire and Yorkshire Railway Company, or any part or parts thereof respectively, and over that portion of the Great Northern Railway which is situate between the junction of the South Yorkshire Railway therewith, north of Doncaster, and the junction of the South Yorkshire Railway therewith, south of Doncaster; and also the railway at Goole of the said undertakers of the navigation of the rivers Aire and Calder, and to use the stations, station yards, booking offices, warehouses, watering places, water, sidings, platforms, conveniences and accommodations of the Great Northern Railway Company at Doncaster, and of the South Yorkshire Company, the Manchester, Sheffield and Lincolnshire Railway Company, and the Lancashire and Yorkshire Railway Company, and of the said undertakers respectively adjoining or near to their said respective railways, so to be run over or used as aforesaid, for the carriage of passengers, animals, goods, and other traffic, and otherwise as may be provided by the said intended Act, upon and subject to such rules and regulations, and upon payment of such rates, tolls, and charges, and generally upon such terms and conditions as may be agreed upon between the Company and the Companies or Company, or undertakers, whose railways, stations, and conveniences may be so run over or used as aforesaid; or in case of disagreement between them, or of refusal to treat on the part of either of the said Companies or of the said undertakers, as shall be settled by compulsory arbitration on the application of either Company or party or otherwise, or as may be fixed and determined in and by the said intended Act; and to grant and secure all necessary facilities for the passage and transmission of such passengers, goods, animals, and other traffic from and to and over the said railways of the South Yorkshire Company, the Manchester, Sheffield, and Lincolnshire Railway Company, the Great Northern Railway Company, the Lancashire and Yorkshire Railway Company, and of the said undertakers respectively, to and from the