

is to say), Stainforth, Hatfield, Hatfield Chase, Thorne, Sykehouse, Fishlake, Snaith and Cowick, Rawcliffe, Hook, Goole, Armin, and Snaith, all in the West Riding of the county of York; Skelton, Saltmarsh, Laxton, Howden, Balkholme, Linton, Newland, Bellasize, Greenoak, Bennetland, East-rington, Scalby, and Blacktoft, all in the East Riding of the county of York, and to terminate by a junction with the Hull and Selby line of the North Eastern Railway Company, at the west side of the Staddlethorpe Station of that railway, in the township of Blacktoft, in the parish of Blacktoft, in the said East Riding of the county of York.

2nd. A short branch railway or junction line, to commence from and out of and by a junction with the first-mentioned intended railway, at or near to Goole, in the township of Armin and parish of Snaith, at a point about six hundred and sixty yards north-west of the place where the said first-mentioned intended railway is intended to cross the Lancashire and Yorkshire Railway, in the said township of Armin, and thence to pass in a westerly direction, and to terminate by a junction with the Lancashire and Yorkshire Railway in the said township, at a point one hundred and eighty yards from the level crossing of that railway which leads from the Oaks Hill Farm House to Beverley's Bridge, the whole of which last-mentioned intended railway will be situate within the said township of Armin and parish of Snaith, in the West Riding of the county of York.

3rd. Another short branch railway or junction line, to commence from and out of and by a junction with the first-mentioned intended railway, near Goole, in the said township of Armin and parish of Snaith, at a point about one hundred and twenty yards north-west of the place where the said first-mentioned intended railway is intended to cross the Lancashire and Yorkshire Railway, in the said township of Armin, and thence to pass in an easterly direction, and to terminate in the township of Hook, in the parish of Snaith, by a junction with the line of railway at Goole belonging to the company of proprietors of the Aire and Calder Navigation, and leased to the Lancashire and Yorkshire Railway Company, near to the siding leading to the engine shed connected with that line of railway at Goole, the whole of which last-mentioned intended railway will be situate within the said townships of Armin and Hook, in the parish of Snaith, in the West Riding of the county of York.

4th. A branch railway, to commence from and out of and by a junction with the first-mentioned intended railway, in the township of Skelton and parish of Howden, near to the village of Skelton, at a point about one hundred and sixty yards from the east bank of the river Ouse, thence to pass from, in, through, or into the several parishes, townships, and extra-parochial or other places, of Skelton, Kilpin, Kilpin Pike, Balkholme, Howden Dike, and Howden, and to terminate at or near a certain house, called Westley Place, in a street in the town of Howden, called Hall Gate, in the township of Howden and parish of Howden, all in the East Riding of the county of York.

To authorise the Company to purchase by compulsion or agreement lands, houses, and other property, for the purposes of the intended Act.

To vary and extinguish all existing rights and privileges connected with any lands, houses and property, proposed to be purchased for the purposes of the intended Act, and which would in any manner impede or interfere with such purposes, or any of them, and to confer other rights and privileges.

To authorise the crossing, stopping up, altering, or diverting, whether temporarily or permanently,

of all turnpike roads, highways, tramways, canals streams and rivers, within or adjoining to the aforesaid parishes, townships, and places, which it may be necessary to cross, stop up, alter, or divert, in executing the purposes of the intended Act.

To authorise the Company to levy tolls, rates, and duties for or in respect of the intended railways and works, and to grant exemptions from the payment of such tolls, rates, or duties.

To authorise the Company to raise a further sum of money for all or any of the purposes of the intended Act by the creation of new shares, with or without a guaranteed or preference dividend or other rights or privileges attached thereto, and by borrowing or by any of such means, and also to apply to all or any of the purposes of the intended Act, any capital or funds now belonging to the Company or hereafter to belong to them or under the control of their directors.

To make provision for the user by the North-Eastern Railway Company, the South Yorkshire Railway, and the River Dun Company (hereinafter called "The South Yorkshire Railway Company"), and the Great Northern Railway Company respectively, and by all persons and companies lawfully using their respective railways with their respective engines and carriages of every description, and with their respective clerks, officers, and servants, of all or any part of the intended lines of railway, together with the stations, watering-places, water, booking offices, warehouses, sidings, works, and conveniences connected therewith respectively, and for the receiving, through-booking, forwarding, accommodating, and delivering by the Company on and from the said intended railways respectively, and at and from the stations, warehouses, and booking offices thereon, of all traffic of whatever description coming from, or destined for, the North-Eastern, South Yorkshire, and Great Northern Railways, or any or either of them.

To make provision for the user by the Company and all companies and persons lawfully using their railways, with their respective engines and carriages of every description, and with their respective clerks, officers, and servants, of so much of the South Yorkshire Railway and of the railway authorised by "The South Yorkshire (Sheffield to Thorne) Railway Act, 1862," as is or will be situate between the junction of the last-named railway, and the intended railway first hereinbefore described, and the Great Northern Railway at or near Doncaster, and also of all or any of the lines of railway belonging to the South Yorkshire Railway Company, situate to the west of the junction of the South Yorkshire Railway with the Great Northern Railway at Doncaster, together with all the branches, stations, watering-places, water, booking-offices, warehouses, sidings, works, and conveniences connected with the said railways and portions of railway aforesaid, and also for the user by the Company and such other persons and companies as aforesaid, in like manner of the station at Doncaster, belonging or reputed to belong to the Great Northern Railway Company, and all the railways, sidings, watering-places, water, booking-offices, warehouses, works, and conveniences connected or communicating therewith, situate in the borough of Doncaster, and belonging to the Great Northern Railway Company and the South Yorkshire Railway Company, or either of them, and for the receiving, through booking, forwarding, accommodating, and delivering by the South Yorkshire Railway Company, on and from the before-mentioned lines of railway, and portions of railway, belonging to them, and at and from the stations, warehouses, and booking-offices thereon; and also by the Great Northern