

called Poffinder Wood-road, in the said parish of Hatfield, at a point on that road distant $1\frac{1}{2}$ chains or thereabouts from the gates on the northerly side of the said thirdly described level crossing intended to be stopped up.

Secondly. A road in the said township of Stainforth and parish of Hatfield, commencing at a point on the firstly described new road distant $4\frac{1}{2}$ chains or thereabouts measured in a north-easterly direction along that road from the point of commencement thereof as hereinbefore described, and terminating by a junction with the said road leading from Stainforth to Thorne, at a point on that road immediately opposite a point on the said Doncaster and Keadby Branch railway distant $1\frac{1}{4}$ chains from the south-west corner of the said signal box at Kirton Lane Junction aforesaid, and on the south side of that branch railway, and which said last-mentioned new road will cross the said branch railway on the level.

Thirdly. A road or highway situate in the parish of Adwick-upon-Dearne aforesaid, commencing at a point on the public highway leading from Swinton to Bolton-upon-Dearne, both in the said West Riding of the county of York (and which road now crosses the Company's Barnsley and Doncaster branch on the level), distant $9\frac{1}{2}$ chains or thereabouts from the centre of the said branch railway, measured in a northerly direction, and terminating at another point on the same public highway leading from Swinton to Bolton-upon-Dearne aforesaid, distant $4\frac{1}{2}$ chains or thereabouts from the centre of the said branch railway, measured in a southerly direction.

To empower the Company to stop up and discontinue as a public footpath so much of the footpath situate in the parish of Penistone, in the West Riding of the county of York, leading from Penistone to the highway leading from Penistone to Sheffield as lies between a point on that footpath 2 chains or thereabouts, measured in a south-westerly direction from the south-westerly face of the bridge carrying the main line of the Company over the footpath, and near to the ironworks of Charles Cammell and Company, Limited, and terminating at the junction of the footpath with the highway aforesaid, and to extinguish all rights of way over the same, and to substitute in lieu thereof a footpath commencing at the point hereinbefore described as the commencement of the portion of footpath intended to be stopped up, and running from thence in a south-easterly direction along the south-westerly side of the railway of the Company, and terminating by a junction with the highway in Penistone aforesaid called Poor House-lane, at a point on that highway distant $1\frac{1}{4}$ chains or thereabouts, measured in a south-westerly direction along that highway from the centre of the bridge carrying the same highway over the railway of the Company.

To authorise the Company to purchase and take by compulsion or agreement such lands, houses and property, or easements therein, thereunder or thereupon, as may be required for the purposes of the intended works.

To empower the Company to break up, open, cross, stop up, alter, divert and interfere with, whether temporarily or permanently, roads, streets, highways, railways, tramways, bridges, watercourses, sewers, drains, mains, pipes, telegraph apparatus and other works, so far as may be necessary in constructing or maintaining the said intended works.

To authorise the Company to deviate from the lines of the works to any extent within the limits of deviation to be shown on the deposited plans or defined in the Bill, and to deviate from the levels shown on the deposited sections to any extent which may be defined in the Bill.

To empower the Company to stop up and discontinue as a navigation, so much of the Fairbottom branch of the Manchester, Ashton-under-Lyne, and Oldham Canal belonging to the Company, situate in the parish of Ashton-under-Lyne, in the county of Lancaster, as lies between a point on that canal distant 11 yards or thereabouts, measured in a westerly direction, from the centre of the bridge carrying the highway from Ashton-under-Lyne to Oldham over that branch canal, and the end or termination of the said branch canal at Fairbottom, in the county of Lancaster.

To authorise the Company for the purposes of their undertaking, to purchase by compulsion or agreement, or to confirm the purchase and acquisition by or on behalf of the Company, or any contract or agreement entered into by the Company for the purchase or acquisition of the following properties:—

Certain lands, houses, and buildings situate in the township of Kimberworth, in the parish of Rotherham, in the West Riding of the county of York, adjoining and on the north side of the Sheffield and Rotherham branch of the railway of the Company, between the Holmes Colliery sidings and the point where that branch railway crosses the river Dun, and extending in a northerly direction to the Holmes cut of the river Dun navigation belonging to the Company.

Certain other houses, lands, and buildings situate in the parish of Great Grimsby, in the parts of Lindsey, in the County of Lincoln, lying and abutting upon the northerly side of the Grimsby town passenger station of the Company, and on the easterly side of a street called Garden-street.

Certain other houses, lands, and buildings in the said parish of Great Grimsby, lying and abutting upon the northerly side of the railway of the Company, and adjoining the westerly side of the roadway or approach to the said Grimsby town station.

To empower the Company, and any company or persons for the time being working or using the railways of the Company, or any of them, or any part or parts thereof respectively, either by agreement or otherwise, and on such terms and conditions, and on payment of such tolls and rates as may be agreed on, or as may be settled by arbitration, or provided by the Bill, to run over, work, and use with their engines, carriages and waggons, officers and servants, whether in charge of engines and trains, or for any other purpose whatsoever, and for the purposes of traffic of every description, the portion of railways and station hereinafter mentioned, or some part or parts thereof, that is to say:—

The Penistone and Huddersfield branch of the railway of the Lancashire and Yorkshire Railway Company, and also so much of the London and North Western Railway Company's Huddersfield and Stalybridge branch as lies between the junction of that branch with the said Penistone and Huddersfield Branch of the Lancashire and Yorkshire Railway Company at or near Springswood, and the joint station at Huddersfield of the Lancashire and Yorkshire and London and North Western Railway Companies, including the use of that station.