

Elland-cum-Greetland, Southowram, and Greetland.

(4.) A Railway No. 4, commencing in the township of Carlton and parish of Royston by a junction with the Railway No. 1 authorised by the Act of 1880, at a point 330 yards or thereabouts, in a north-easterly direction, measuring along the line of the said railway as now in course of construction from the point where the said railway crosses the Midland Railway, and passing through or into the township of Monk Bretton, in the said parish of Royston, and terminating in the township of Cudworth and said parish of Royston, in a field on the east side of Cudworth stationed at a point about 12 yards east of the eastern boundary fence of the Midland Railway, and about 90 yards south of the gasholder at the said Cudworth Station.

(4a.) A Railway No. 4a, commencing in the township of Cudworth, and parish of Royston by a junction with Railway No. 4 to be authorised by the Bill, at or near its point of termination, as hereinbefore described, and terminating in the township of Monk Bretton and parish of Royston by a junction with the

Midland Railway at a point 480 yards or thereabouts, measuring along the said railway in a south-easterly direction from the southern end of the up passenger platform at Cudworth Station.

(5.) A Railway No. 5, commencing in the township and parish of South Kirkby by a junction with the Railway No. 1, authorised by the Act of 1880, at a point about 154 yards measured along the course of the said railway as now in course of construction eastward from the point at which that railway crosses Hague-lane, passing through the township of North Elmsall, in the said parish of South Kirkby, and terminating in the township and parish of South Kirkby by a junction with the West Riding and Grimsby Railway of the Great Northern and Manchester, Sheffield, and Lincolnshire Railway Companies, at a point 134 yards or thereabouts measuring along the said railway in a north-westerly direction from the bridge carrying the said railway over Carr-lane.

It is intended by the Bill to take for or in connection with the proposed railway certain lands, being, or reputed to be, commons or commonable lands, of which the following are particulars:—

Works for which the lands will be taken.	Name by which the lands are known.	Where the lands are situate.	Quantity within limits of deviation.	Estimated quantity to be taken.
Railway No. 1	Stocks Moor	Township of Shitlington, in the parish of Thornhill.	15 acres	3 $\frac{3}{4}$ acres.
Railway No. 2	The lands which are waste lands adjoining roads, are not known by any particular name.	Township of Skircoat, in the parish of Halifax	1-3rd of an acre.	1-10th of an acre.

B.—New road at Drax.

A public carriage road, wholly in the townships of Long Drax and Drax in the parish of Drax, in the said West Riding, commencing at or near the north fence of Brigg-lane, at a point about 6 chains measured along the said lane in a westerly direction from the point at which the Railway No. 3, authorised by the Act of 1880, as now in course of construction, crosses the said lane, and terminating in an existing road immediately opposite the main southern entrance gateway to Drax Abbey. And the Bill will or may authorise the Company, when the said new public carriage road is completed, to stop up and discontinue for public traffic, and will or may vest in the Company, the site and soil of so much of the road on the plans of 1880, numbered 39, in the parish of Drax, as lies, or will lie, between the fences of the Railway No. 3 authorised by the Act of 1880.

C.—New Dock River Wall or Embankment, Cut, or Canal, Railway, New Drain, &c.

(a.) A Dock, with a lock or entrance from the River Humber, to be wholly situate in the township of Marfleet, in the parish of Marfleet, in the East Riding of the county of York, which dock will contain 13 acres or thereabouts, and will be in length from east

to west 850 feet or thereabouts, and in breadth, from north to south, 640 feet or thereabouts, and the centre whereof would be intersected by a straight line drawn in a direction nearly due south through the centre of the Marfleet New Inn, in the occupation of Samuel Wood, situate on the south side of the Hedon-road, and would be at the distance of about 1,700 feet measured along such line southward from the said Marfleet New Inn.

(b.) A river wall or embankment in the township of Southcoates, in the parish of Drypool, in the town and county of the town of Kingston-upon-Hull, and in the township and parish of Marfleet aforesaid, and on the bed and shore of the River Humber (with an entrance through the same into the intended new dock), commencing at or near the eastern end of the river wall or embankment of the Company authorised by the Act of 1880, and extending thence eastward for the distance of about 950 yards parallel or nearly parallel to the Humber Conservancy line.

(c.) A cut or canal, commencing in the township of Southcoates, in the parish of Drypool aforesaid, in the eastern side of the Company's Alexandra Dock, now in course of construction, at a point therein about 460 feet north from the south easternmost corner