

of the said dock, as shown upon the plans of 1880, and running thence in an easterly direction 400 yards, or thereabouts, and terminating in the township and parish of Marfleet aforesaid at a point about 200 feet eastward of the eastern side of the open channel of the Holderness drain.

(d.) A railway commencing in the township of Southcoates, in the parish of Drypool aforesaid, at or near the northern end of the easternmost of the graving docks of the Company in course of construction, as the same are shown upon the plans of 1880 (the said railway being there intended to form a junction with lines to be laid on the Company's dock quays), and terminating in the township and parish of Marfleet aforesaid, at a point on the south side of the Humber Bank, nearly due south of the centre of the Marfleet New Inn aforesaid.

(e.) A new drain (for diverting the Holderness drain), commencing in the township of Southcoates, in the parish of Drypool aforesaid, by a junction with the said Holderness drain at or near the point at which the said drain passes under the Hedon-road, and terminating in the township and parish of Marfleet aforesaid, in the Marfleet drain, at a point about 470 feet, measured along the course of the last mentioned drain in a southerly direction from the point at which it passes under the Hedon-road.

(f.) And the Bill will or may empower the company to stop up and discontinue, and will or may vest in them the site, soil, and channel of so much of the Holderness drain as extends southward from the point at which the intended new drain above described will commence.

(g.) A widening and deepening in the township and parish of Marfleet aforesaid of the Marfleet drain from the junction therewith of the intended new drain above described and a point immediately to the southward of the Humber Bank, and of the outfall channel of the said drain from the Humber Bank to low water mark.

(b.) And the Bill will or may also authorise the Company to stop up a footpath now running along the Humber Bank from the point at which that bank joins the Holderness drain to a point about 70 feet eastward of the point at which the Humber Bank crosses the Marfleet drain.

To authorise and empower the Company to enter upon, take, and use compulsorily or otherwise, for the purposes of timber yards, timber ponds, and other purposes of the Company, certain lands bounded as follows:—

(a) On or towards the west by an imaginary line drawn from the southern side of the Hedon-road at a point about 350 feet west from the centre of the bridge carrying that road over the Holderness drain, and running thence in a southerly direction, parallel, or nearly parallel, to the eastern side of the Company's Alexandra Dock, as shown upon the plans of 1880, to the river wall or embankment authorised by that Act. (b) On or towards the south by the Humber Conservancy Line. (c) On or towards the east by an imaginary line drawn northward for a distance of about 1,630 feet from the said Humber Conservancy Line at a point about 1,420 feet eastward from the point of commencement, as above described, of the proposed river wall or embankment to be authorised by the Bill; and (d) on or towards the north by an

imaginary line drawn from the northern end of the lastly-described imaginary line (c) to the imaginary line above described as forming the western boundary of the said lands at a point about 300 feet south of the Hedon-road, which lands so intended to be purchased are situate in the township of Southcoates and parish of Drypool, and the township and parish of Marfleet aforesaid, and on the bed, banks, and shore of the River Humber.

To authorise and empower the Company to enter upon, take, and use, by compulsion or otherwise, certain lands lying between the Hedon-road on or towards the north, the Humber bank on or towards the south, the Holderness drain on or towards the west, the Marfleet drain on or towards the east, and which lands are situate in the township of Southcoates and parish of Drypool, and the township and parish of Marfleet aforesaid.

To authorise the Company, notwithstanding anything contained in the Act of 1880, on the plans or sections deposited for, and referred to in that Act, to carry the Railway No. 2, by that Act authorised, across and on the level of the road numbered on the said plans 5, in the parish of Womersley, and the Railway No. 3, authorised by the said Act, across and on the level of the roads numbered respectively on the said plans 47 and 72, in the parish of Snaith; 128, in the parish of Howden; and 36, 44, and 98, in the parish of Eastington.

To empower the Company to stop up and discontinue for public use, and to extinguish all public and other rights of way and other rights over or affecting any road or highway, the lands abutting on each side of which have been or may be acquired by the Company.

To confer upon the Company the following or some of the following powers, and to enable them to carry into effect the objects or some of the objects following (that is to say):

(a) To deepen, dredge, scour, cleanse, alter, and improve from time to time the bed, shores, and channel of the River Humber adjoining or near to the entrance to the proposed new dock for the purpose of forming an uninterrupted means of access to the dock, and to use and appropriate the soil and material thereof.

(b) To take and divert from time to time water from the River Humber for the purpose of supplying the proposed dock, canal, or cut and timber ponds with water, and to take water (by pumping or otherwise) from the Holderness drain for the purpose of supplying their authorised dock, and any works or property of the Company, with water.

(c) To make and maintain from time to time all necessary and convenient viaducts, rails, sidings, junctions, turntables, stations, approaches, roads, gates, warehouses, sheds, buildings, yards, quays, wharves, wharf walls, retaining walls, river walls, embankments, canals, sluices, jetties, groynes, shipping places, staiths, stairs, stages, tramways, machinery, gridirons, graving docks, dock entrances, timber ponds, cranes, drops, dolphins, moorings, buoys, beacons, and other works, buildings, and conveniences connected with the proposed railways, dock, and entrance, river wall, or embankment, new drain and other works.

To relieve the Company from the obligation to make or maintain so much of the river wall or embankment provided for by Article 9 of the agreement with the Corporation of Kingston-