

such field measured in an easterly direction and at right angles thereto and 3 chains, or thereabouts, from the southern boundary of that field measured in a north-westerly direction and at right angles thereto and terminating in the said parish and rural district by a junction with the Company's Barnsley to Barnetby Railway at a point $3\frac{1}{2}$ chains, or thereabouts, measured along that railway in a south-westerly direction from the centre of the bridge carrying Guest-lane over the said railway.

The said Railway No. 5 will be situate wholly in the parish of Warmsworth, in the rural district of Doncaster.

A Railway (No. 6), commencing in the parish of Edlington at the western fence of the field or enclosure numbered 116 on the Ordnance Map of the West Riding of the county of York, scale $\frac{1}{25000}$, sheet No CCLXXXIV-12, 2nd edition, 1903, at a point on the said fence $1\frac{1}{2}$ chains or thereabouts measured along the said fence in a southerly direction from the north-west corner of the said field and terminating in the parish of Warmsworth by a junction with the Railway No. 5 hereinbefore described at a point on the eastern, boundary of Edlington-lane 3 chains, or thereabouts, measured along the said boundary in a south-westerly direction from the centre of the bridge carrying the Dearne Valley Railway over the said lane.

The said Railway No. 6 will be made or pass from, in, through or into the parishes of Edlington and Warmsworth, in the rural district of Doncaster.

To authorize the Company to demand and levy tolls, rates, fares and charges in respect of the railways proposed to be authorized by the intended Act and to confer exemptions from the payment of tolls, rates and charges.

To require and compel the Lancashire and Yorkshire Railway Company, upon such terms and conditions as may have been or as may be agreed upon, or as shall be provided by the intended Act, to book through and forward all passengers, goods, animals, minerals, carriages and traffic of whatever description to or from or over the whole or any part of the railways belonging to them or under their management or control, to and from the railways proposed to be authorized by the intended Act, so as to prevent any undue interruption, diversion or delay in the passage of the said traffic, and to provide full and proper facilities of all kinds for the traffic of the Company and to provide for the effectual and speedy delivery and interchange of traffic to and with the Company in such manner as the intended Act may define.

To authorize the Company to stop up and divert the footpaths hereinafter described (that is to say) :—

In the county of York (West Riding)—

In the parishes of West Melton and Wath-upon-Deerne, in the urban district of Wath-upon-Deerne, to stop up and divert the footpath leading from Wath Main Colliery to Pontefract-lane for a length of $16\frac{1}{2}$ chains, or thereabouts, commencing at a point 1 chain or thereabouts, measured along the said footpath in a north-easterly direction from the point where the said footpath crosses the north-easterly fence of the Company's railway, and terminating at a point where the said footpath joined the footpath authorized by the Great

Central Railway Act, 1904, to be stopped up, and to substitute therefor a new footpath commencing at the point first above described and terminating in Pontefract-lane at or about the point where the northerly fence of the Company's railway crosses the easterly fence of Pontefract-lane.

In the parish and urban district of Wombwell, to stop up and divert the public footpath on the north-western side of the Company's railway between Wombwell-lane and Smithley-lane and to substitute therefor a new footpath on the south-eastern side of the said railway, commencing in Wombwell-lane at a point 1 chain, or thereabouts, south-eastwards from the centre of the crossing of the said railway over Wombwell-lane and terminating at a point in the northerly fence of Smithley-lane $\frac{1}{2}$ chain, or thereabouts, eastwards from the crossing of the Wombwell Main Colliery Branch Railway over the said Smithley-lane.

To authorize the Company and the Corporation of the city and county borough of Lincoln, or either of them, to make and maintain the following street improvement (that is to say) :—

In the county of Lincoln (Parts of Lindsey), city and county borough of Lincoln :—

A widening and improvement of St. Mark's-place and St. Mark's-lane, adjoining St. Mark's Church, wholly in the parish of St. Mark, commencing at the corner of High-street and St. Mark's-place and terminating in St. Mark's-lane 3.9 chains, or thereabouts, measured along St. Mark's-place and St. Mark's-lane from the point of commencement, and in connection therewith to use a triangular piece of land forming part of the churchyard of St. Mark's Church at the corner of High-street and St. Mark's-place, and to include within and add to the said churchyard by way of exchange for the lands so used a portion of St. Mark's-place abutting on the said churchyard. To provide for the removal and reinterment or deposit of human remains (if any) contained in or under the said portion of the said churchyard and for the removal and reinstatement of monuments and tablets therein and to confirm and carry into effect any agreements made with respect thereto.

To authorize the Company or the said Corporation to take by compulsion or agreement and use for the purposes of the said widening and improvement all or any of the lands shown on the plans of the said widening and improvement, to be deposited as hereinafter mentioned, and to authorize the borrowing and expenditure of money by the said Corporation for and in respect of the said widening and improvement.

To authorize the Company to purchase by compulsion or agreement the lands required for the construction of the proposed railways and also the additional lands hereinafter described, or some part thereof, and hold all or any of the said lands for the general or extraordinary purposes of their undertaking and works connected therewith. The additional lands hereinbefore referred to are the following (that is to say) :—

In the county of Buckingham—

Certain lands, in the parishes of Ashendon and Wotton Underwood, situate on the western side of and adjoining the railway of the Great Western and Great Central Railways Joint Committee between Grendon Underwood and Princes Risborough, and bounded on the south by the road from Ashendon to Brill.