

man-lane aforesaid) north-westward of such junction and so much of Landing-lane aforesaid as lies between such junction and a point 6·5 chains or thereabouts (measured along Landing-lane aforesaid) north-eastward of such junction and in lieu of such portions of Packman-lane and Landing-lane as aforesaid to make and maintain a new road between the said point in Packman-lane 3·5 chains north-westward and the said point in Landing-lane 6·5 chains north-eastward of the said junction of the said roads and forming a junction with the said new road hereinbefore described between Drain Bank and Leatherdog-lane.

(e) In the parish of Howden—

To stop up and discontinue so much of the footpath leading from the road from Howden to Selby near the north side of the crossing on the level of such road by the said main line of the Hull and Barnsley Railway to Howden Parks and Brind as lies between the junction of the said footpath with the said road and a point 2½ chains or thereabouts (measured along the said footpath) northward of such junction, and in lieu thereof to make and maintain a new footpath between the last-mentioned point and a point on the northern boundary of the said road 1½ chains or thereabouts westward of the said level crossing.

To empower the Company to purchase and acquire by compulsion or agreement and to hold, appropriate, and use for the general purposes of their undertaking, or for such other purposes as may be specified in that behalf in the Bill, the lands and buildings hereinafter described or referred to, or some of them, or some part or parts thereof respectively, and any rights or easements or outstanding estates or interests in, over, under or affecting any such lands or buildings, and to sanction and confirm the purchase of any of such lands or buildings which may have been or may be acquired by the Company and the expenditure of money by the Company for or in connection with any such purchase (that is to say):—

In the Rural District of Howden, in the East Riding of the county of York,

(a) In the parish of Gilberdike—

Land bounded on the west by the road known as Anserdam-lane and on the east by the road known as Thornton Dam-lane, and being the enclosure numbered on the $\frac{1}{2500}$ Ordnance Map (1909 edition) 96 in the said parish of Gilberdike.

(b) In the parish of Bishopsoil—

(1) Lands, houses, and buildings situate and abutting on the north side of the Company's main line of railway at and near Sandholme Station bounded by Anserdam-lane on the west and Packman-lane and Leatherdog-lane on the east, and being the enclosures or part of the enclosures numbered on the $\frac{1}{2500}$ Ordnance Map (1909 edition) 296, 299, 301, 304, 310, 311, 316 and 317 in the said parish of Bishopsoil, together with the road known as Cotness-lane, and portions of the roads known as Thornton-Dam lane, Packman-lane, Drain-bank, and Leatherdog-lane.

(2) Lands, houses, and buildings situate and abutting on the south side of the Company's main line of railway at and near Sandholme Station and situate between Sandholme Station on the west and Leatherdog lane on the east and being the properties No. 28776.

or parts of the properties numbered on the $\frac{1}{2500}$ Ordnance Map (1909 Edition) 306, 309, 312, 313, 314 and 329 in the said parish of Bishopsoil, together with a portion of the said road known as Thornton-Dam lane.

(c) In the parish of Howden—

Lands situated on and partly adjoining the north side of the road from Howden to Selby, near the crossing on the level of such road by the main line of the Hull and Barnsley Railway aforesaid, and being parts of the enclosures respectively numbered on the $\frac{1}{2500}$ Ordnance Map (2nd edition, 1907) 285, 286 and 287 in the said parish of Howden.

In the Rural District of Sculcoates, in the East Riding of the County of York.

In the parish of Anlaby—

Lands and buildings situate and abutting on the south side of the main line of the railway of the Company and the locomotive sheds and sidings and property of the Company, and situate between a point 26½ chains or thereabouts, measured along the last mentioned railway westward of the bridge carrying such railway over the road known as New Lodge Lane on the west and the road known as Calvert-lane on the east, and lying between the aforesaid railway and the locomotive sheds and sidings of the Company on the north and Anlaby-road on the south, and a portion of which lands form a portion of the site of the proposed Railway No. (1) hereinbefore in this Notice referred to.

To authorize the Company and the Great Central Railway Company (in this Notice called "the two Companies") or the Hull and Barnsley and Great Central Railways Joint Committee (in this Notice called "the Joint Committee") to make and maintain in the West Riding of the county of York, the railway hereinafter described, with all requisite stations, sidings, junctions, approaches, works and conveniences connected therewith, or some part or parts thereof respectively (that is to say):—

A Railway (No. 3), situate wholly in the parish and urban district of Bentley-with-Arksey, commencing by a junction with the Railway No. 2 authorized by the Hull and Barnsley Railway Act, 1909 (now in course of construction), at a point on the said Railway No. 2, as the same is being constructed immediately to the north-eastward of the bridge carrying the Great North Road over the said Railway No. 2 and terminating by a junction with the Railway No. 6 authorized by the said Hull and Barnsley Railway Act, 1909 (now in course of construction), at a point on the said Railway No. 6, as the same is being constructed 1·7 chains or thereabouts north-westward of the north-western end of the flood arches being constructed over and near the drain known as Swaithe Dyke.

To constitute the intended Railway No. 3 for all purposes part of the joint undertaking of the two Companies under the Hull and Barnsley Railway Act, 1909, as amended by subsequent Acts.

To extend the time limited by the Hull and Barnsley Railway Act, 1909, for the completion of the Railways Nos. 1, 2, 3, 4 and 6 authorized by that Act and if and so far as may be necessary to revive the powers granted by the said Act for the construction of such railways.

To revive the powers granted and to extend the time limited by the Hull and Barnsley Rail-