

Wath-upon-Deane, to and terminating by a junction with the Midland Railway, in the township of Swinton and parish of Wath-upon-Deane. Another thereof diverging near thereto from the said main line of railway in the township of Swinton and parish of Wath-upon-Deane, passing from, in, through, or into Swinton-upon-Deane, and Adwick-upon-Deane, aforesaid, and terminating by a junction with the Midland Railway in the township and parish of Adwick-upon-Deane; and the third diverging from the said main line of railway in the township of Swinton aforesaid, passing from, in, through, or into Swinton, Wath-upon-Deane, and Mexborough aforesaid, and terminating by a junction with the Midland Railway, near the Swinton station thereof, in the said township of Swinton; another railway, diverging from the said main line of railway first described, in the township of Denaby and parish of Mexbrough, passing from, in, through, or into the several parishes, townships, and extra-parochial places of Denaby, Mexbrough, Swinton, Wath-upon-Deane, Conisbrough, Hooton Roberts, Thryberg, Rawmarsh, Aldwark, Ecclesfield, Greasbrough, Kimberworth, Dalton Magna, Dalton Parva, Rotherham, Brinsworth, and Tinsley, to and terminating by a junction with the Sheffield and Rotherham Railway, otherwise the Sheffield and Rotherham branch of the Midland Railway, in the township of Kimberworth and the said parish of Rotherham. And in the said Bill powers will be applied for to deviate from the line or lines laid down on the plans hereinafter mentioned, to the extent thereon defined, and to alter, divert, or stop up, whether temporarily or permanently, all such turnpike-roads, aqueducts, canals, navigations, and railways within the places aforesaid, as it may be necessary so to alter, divert, or stop up, for the purposes of such railways and works, and especially to divert the Dearne and Dove Canal, in the township and parish of Adwick-upon-Deane, Swinton, and Wath-upon-Deane, and again in the township of Worsborough and parish of Darfield, and to divert the River Dun in the said township of Denaby; and also in the township and parish of Mexbrough, and the said township of Denaby, and also in the township of Hoyland Swain, and parish of Silkstone, and the parish and township of Penistone, and also again in the township of Denaby and parish of Mexbrough, and in the township of Swinton and the parish of Wath-upon-Deane; also to divert the turnpike-road leading from Conisbrough towards the said Swinton station, in the township of Denaby, and the townships and parishes of Mexbrough and Conisbrough; also to divert and alter the level and works of the Holmes New Canal, belonging to the Company of Proprietors of the Navigation of the River Dun, in the township of Kimberworth and parish of Rotherham.

And it is intended to apply for power to levy tolls, rates, or duties for the use of the said railways, and to grant certain exemptions from such tolls, rates, or duties, and also for the powers usually conferred for the compulsory purchase of the lands and houses to be described upon the plans hereinafter mentioned, and also for power to

vary and extinguish all rights and privileges which may in any manner interfere with the objects aforesaid, and to confer other rights and privileges; and it is intended by such Bill to incorporate a company for the purpose of executing the powers thereof.

And it is also intended by the said Bill, to enable the said company to purchase the undertaking of the Sheffield, Rotherham, Barnsley, Wakefield, Huddersfield, and Goole Railway Company, and to enable the last-named company to sell and transfer the same with all the rights, powers, privileges, capital stock, estate, and effects belonging thereto: And for such purpose power will be applied for to alter, amend, and enlarge or repeal some of the powers and provisions of the Sheffield, Rotherham, Barnsley, Wakefield, Huddersfield, and Goole Railway Act, 1846.

And it is intended in the said Bill to enable the company to be thereby incorporated to acquire by purchase, or lease, or by the amalgamation and union of such company with the canal navigation companies hereinafter named—the Dearne and Dove Canal, and the River Dun Navigation and Canals, with all the lands, houses, and hereditaments, property, estate, and effects, rights, powers, and privileges vested in and enjoyed or exercised by the “Dearne and Dove Canal Company,” and the “Company of Proprietors of the Navigation of the River Dun” respectively, so that the same may be as fully and effectually vested in and enjoyed or exercised by such intended company, subject to all existing duties, agreements, and liabilities affecting the same, as they were before the passing of the said Bill into law, vested in and enjoyed or exercised by the said canal and navigation companies respectively; and that the said Dearne and Dove Canal Company, and the Company of Proprietors of the River Dun, may after such sale or amalgamation be extinguished and cease to exist.

And it is intended by such Bill to alter, amend, and enlarge the powers and provisions of the following Acts, or to repeal the powers and provisions of the said Acts, and to grant other further and more effectual powers in the stead thereof, and to alter and increase or lower the tolls, rates, or payments received by virtue thereof, namely: an Act passed in the twelfth year of the reign of King George the First, intituled, “An Act for making the river Dun, in the west riding of the county of York, navigable from Holmstale, in Doncaster, up to the utmost extent of Tinsley westward, a township within two miles of Sheffield;” and Acts relating to the said river Dun navigation, passed respectively in the thirteenth year of the reign of King George the First; an Act passed in the sixth year of the reign of King George the Second, intituled, “An Act to explain and amend two Acts of Parliament, one made in the twelfth and the other in the thirteenth year of His late Majesty’s reign, for making navigable the river Dun, in the county of York, and for the better perfecting and maintaining the said navigation, and for uniting the several proprietors thereof into one company;” an Act passed in the 13th year of the reign of King