

point thereon three-quarters of a chain or thereabouts east of the bridge carrying a footpath from Ilkeston to West Hallam and Mapperley over the said railway, and terminating in the township of Shipley, in the parish of Heanor, by a junction with a siding belonging to Edward Miller Mundy, Esq., at Nutbrook Colliery, at a point about three-quarters of a chain south of the east railway weighing machine of the Shipley Collieries.

Works at Spalding.—A railway wholly situate in the parish of Spalding in the parts of Holland, in the county of Lincoln, commencing by a junction with the loop line of the Great Northern Railway, at a point thereon about one hundred and fifty yards south of the iron bridge which carries the signal box over the said railway near the Bourn-road, and terminating by a junction with the same line at about two hundred yards north of the point thereon at which the said railway crosses on the level the public road known as Steppingstone-lane, and to enable the Company to construct a new road in the said parish of Spalding, commencing in Steppingstone-lane, at a point about 100 yards measured in a westerly direction from the north end of the down platform at Spalding Station, and terminating in the Bourn-road, about fifty yards west of the place where that road is crossed on the level by the loop line of the Great Northern railway.

The Bill will authorise the Company to abolish the level crossing of their railway by Steppingstone-lane, and will extinguish all rights of way over the same, and to stop up and discontinue as a public highway so much of Steppingstone-lane as lies between the commencement hereinbefore described of the new road, and a point about eighty yards east of the said level crossing, and will vest in the Company the soil and site of Steppingstone-lane between the points aforesaid. And the Bill will provide for the construction and maintenance of foot bridges at the Bourn-road level crossing, and also at the footpath eighty-four yards north of the level crossing at Steppingstone-lane. And the Bill will provide for the maintenance and repair of the proposed new road by the body or persons who are now liable for the maintenance and repair of Steppingstone-lane.

Deviations of Halifax, Thornton, and Keighley Railways at Keighley.

Deviation Railway No. 1 situate wholly in the township and parish of Keighley, in the West Riding of Yorkshire, commencing in a field belonging to William Lister Marriner and Edward David Arthur Marriner, and the Great Northern Railway Company, some or one of them, and occupied by the said Edward David Arthur Marriner, at a point marked six miles seven furlongs on the plan deposited with the Clerk of the Peace for the West Riding of the county of York in respect of the application to Parliament for the Great Northern (Halifax, Thornton and Keighley Railways) Act 1873, and terminating in a garden belonging to and in the occupation of Thomas Craven, and about sixty yards or thereabouts to the west of Low Mill House.

Deviation Railway No. 2.—Situate wholly in the same township and parish, commencing by a junction with the Deviation Railway No. 1, in a quarry or claypit belonging to the Duke of Devonshire, Thomas Rhodes Grace, and Thomas Cullingworth, or some of them, in the occupation of Thomas Rhodes Grace, and Thomas Cullingworth, forty-seven yards or thereabouts, south-west of the large chimney of the brickworks belonging to and in the occupation of

the said Thomas Rhodes Grace and Thomas Cullingworth, and terminating by a junction with the Keighley and Worth Valley Railway at a point, three hundred and sixty yards or thereabouts, north-east of the bridge carrying that railway over the public road leading from Keighley to Harden, called Park-lane; and the Bill will enable the Company to abandon the formation of so much of the Railway No. 1 authorised by the said last-mentioned Act of 1873, as was intended to be constructed between the commencement hereinbefore defined of Deviation Railway No. 1, and the authorised termination of Railway No. 1, and to abandon the formation of Railway No. 2, as described in the said Act.

To extend the time for the construction and completion of so much of Railway No. 1 authorised by the Great Northern (Halifax, Thornton, and Keighley Railways) Act, 1873, as extends from the commencement thereof to the 6th mile and 7th furlong thereof, such time having been extended by the Great Northern Railway (Further Powers) Act, 1878.

Railways at Ancaster.—A Branch Railway A wholly in the county of Lincoln, parts of Kesteven, commencing in the parish of South Rauceby, by a junction with the Boston and Sleaford line of the Great Northern Railway about 600 yards east of the crossing of Ermine-street by that railway, passing through Wilsford and terminating in the parish of Haydor in a field adjoining the public road leading from Haydor to Ancaster, belonging to John Archer Houlton, about 420 yards measured in a north-easterly direction along the said public road from the north-east corner of the grounds of Warren House.

A Branch Railway B.—Commencing in the said parish of Wilsford by a junction with the said intended Branch Railway A in a field belonging to the Rev. John Parkinson Bailey Young, and occupied by Edwin Knight, and terminating in and near the south-east corner of a field in the parish of Haydor adjoining the public bridle road leading from Haydor to Ancaster, belonging to John Archer Houlton, and in the occupation of William Thompson.

The Bill will, or may enable the Company to agree with the owners, lessees, or occupiers of the mines or quarries intended to be served by the Railways at Ancaster A and B hereinbefore described, to contribute towards the cost of constructing and maintaining the said railways, or either of them, whether by payment of gross sums or of annual sums in the shape of rent or guaranteed revenue.

To extend the time for the construction of the Railways No. 1 and No. 4, authorised by the Great Northern Railway (Melton to Leicester) Act, 1873, as those works were varied by the Great Northern Railway (Deviations) Act, 1874, that time having been extended by the Great Northern Railway Act, 1877.

To enable the Company to agree from time to time with the Leicester Tramways Company for the use of their tramways in connection with the undertaking of the Company, and to enable the Company to establish in connection with the said tramways in or near the town of Leicester depôts and booking offices for the accommodation of traffic in passengers and parcels coming from or destined for the Great Northern Railway.

To vest in the London and North Western Railway Company, jointly with the Company, and as a part of the joint undertaking of the said two Companies, and upon such considerations as are defined with respect to the joint