

Richard George Ellison, and in the occupation of George Jackson Patrick, at a point 37 yards or thereabouts measuring in a north-westerly direction from a point on the eastern boundary fence of the said field, situate 71 yards or thereabouts measuring in a south-westerly direction along that fence from the north-eastern corner of the said field, and terminating by a junction with the Lincoln and Newark Branch of the Midland Railway at a point thereon 47 yards or thereabouts measuring in a south-westerly direction along that branch railway from a point thereon opposite the south-east corner of the Lincoln West signal-box.

Railway No. 15, wholly situate in the city of Lincoln, and county of the same city, commencing in the parishes of St. Peter at Gowts and St. Botolph, or one of them, by a junction with the said Railway D, at a point thereon 25 yards or thereabouts, measuring in an easterly direction along Railway D from the centre of the bridge carrying Railway D over High-street, Lincoln, and terminating in the extra-parochial place or parish of South Common by a junction with the Lincoln and Honington Branch of the Great Northern Railway, at a point thereon under the footbridge carrying the footpath from South Park-road to South Common over the said Lincoln and Honington Branch Railway.

The widening and reconstruction throughout their entire length, from High-street, Lincoln, to the River Witham, of St. Mark-place and St. Mark-lane, both situate in the parish of St. Mark, in the city of Lincoln, and county of the same city.

The widening and reconstruction of the bridge situate in the parish of St. Mark, in the city of Lincoln, and county of the same city, carrying the road leading from St. Mark-lane over the River Witham to the Holmes Common.

The said intended railways and works will pass from, in, through, or into, or be situate within the parishes, townships, or extra-parochial and other places following, or some of them (that is to say) :—

In the East Riding of the county of York :—

The parishes of Kirk Ella, Hessle, and North Ferriby, and the townships of Anlaby, in the parishes of Kirk Ella and Hessle, and Hessle, in the parish of Hessle.

In the borough and county of the town of Kingston-upon-Hull :—

The parishes of Newington, North Ferriby, Hessle, and Drypool, and the parish or extra-parochial place of Garrison-side.

In the parts of Lindsey, in the county of Lincoln :—

The intermixed parishes of St. Mary and St. Peter, Barton-upon-Humber, the parishes of South Ferriby, Horkstow, Saxby, Roxby, Appleby, Broughton, Manton, Kirton-in-Lindsey, Grayingham, Blyborough, Willoughton, Hemswell, Harpswell, Glentworth, Fillingham, Ingham, Cammeringham, Brattleby, Aisthorpe, Scampton, North Carlton, South Carlton, Burton-by-Lincoln, Bonby, Worlabby, Elsham, and Wrawby; the townships of Manton, Twigmoor, and Cleatham, all in the parish of Manton; the hamlets of Risby and Sawcliffe, both in the parish of Roxby; the hamlet of Raventhorpe, in the parish of Appleby; and the hamlets of

Castletorpe, Gokewell, and Manby, all in the parish of Broughton.

In the parts of Kesteven in the county of Lincoln :—

The parishes of Skellingthorpe and Boultham.

And in the city of Lincoln and county of the same city :—

The parishes of Saint Mary-le-Wigford, Saint Mark, Saint Peter at Gowts, and Saint Botolph, the extra-parochial places or parishes of Holmes Common and South Common.

To authorise the purchase and taking of a piece of land which is or is reputed to be common or commonable land, viz., one acre and a quarter or thereabouts of the common land forming part of South Common, and lying between the South Park-road and the Lincoln and Honington Branch of the Great Northern Railway, within the extra-parochial place or parish of South Common, in the city of Lincoln and county of the same city, but subject always to such provisions as may be contained in the intended Act, restricting the power of the Company with reference to the taking only of so much of the aforesaid common or commonable lands, as may be actually required for the construction of the railways and works.

To authorise the Company to deviate laterally from the lines of the intended railway and works to the extent shown on the plans hereinafter mentioned, or as may be provided by the intended Act, and also to deviate vertically from the levels shown on the sections hereinafter mentioned.

To empower the Company to cross, open, or break up, divert, alter, or stop up, whether temporarily or permanently, all such turnpike or other roads, lanes, highways, streets, footpaths, pipes, sewers, canals, towing-paths, navigations, rivers, streams, watercourses, bridges, railways, tramways, gas, water, and other pipes, and telegraphic apparatus, within the parishes, townships, extra-parochial and other places aforesaid, or any of them, as it may be necessary or convenient to cross, open, break up, divert, alter, or stop up, for the purposes of the intended railways and works, or any of them, or of the intended Act, and to vest in the Company the site and soil of such roads as may be stopped up and appropriated as aforesaid.

To authorise the Company to purchase and take by compulsion or agreement, lands, houses, tenements, and hereditaments, and to acquire easements over lands, for the purposes of or in connection with the intended railways and works, and of the intended Act, and also to purchase and take by compulsion for the purpose of a goods depôt, lands and property known as the Humber Ironworks, in the parish of Drypool, and parish or extra-parochial place of Garrison-side, or one of them, in the borough and county of the town of Kingston-upon-Hull, or some part of those lands.

To empower the Company to purchase or acquire so much of any property as they may require for the purposes of the intended Act, without being subject to the liability imposed by the 92nd section of the Lands Clauses Consolidation Act, 1845, to sell, mortgage, lease, or appropriate, for building, or otherwise dispose of any land or property purchased or acquired under the powers of the intended Act, which may not be eventually required for any of the purposes of the Company, and to alter, vary, or extinguish, all existing rights, powers, and privileges, in any manner connected with the