

A new street, wholly in the township and parish of Sculcoates aforesaid, commencing on the south side of Mason-street, opposite to the junction of Princess-street with that street, and terminating on the north side of Charlotte-street at or near the roadway adjacent to the Queen's Hotel, and leading to Charlotte-street-mews.

The stopping up and discontinuance for public traffic of Mason-street aforesaid, from its junction with Grimston-street and Worship-street, or one of them, to the junction with Princess-street; and of the whole of Charlotte-street-mews aforesaid; and the Bill will or may vest in the Company the site and soil of the portion of Mason-street and of Charlotte-street-mews to be stopped up as aforesaid, freed from all public and other rights of way, and other rights in, over, or affecting the same respectively.

A diversion in the township of Upton, in the parish of Badsworth, and West Riding of the county of York, of the bridle-road, which on the plans of 1880 is shown as crossed by Railway No. 2, authorised by the Act of 1880, about 6 chains beyond the point marked upon the said plans, and indicating the distance of 1 mile and 7 furlongs from the commencement of the said Railway No. 2, such diversion to commence at or near the point at which the bridle-road next hereinafter mentioned as intended to be diverted, joins the said first-mentioned bridle-road at a point about $3\frac{1}{2}$ chains southward from the southern fence of the said Railway No. 2 as now being constructed, measured at right angles to that fence, and to terminate at or about the point at which the bridle-road, the intended diversion whereof is now describing, is crossed by the northern fence of the said Railway No. 2, as now being constructed.

A diversion in the said township of Upton, and parish of Badsworth, of the bridle-road which, upon the plans of 1880, is shown as crossed by the said Railway No. 2 about 8 chains beyond the point marked on the said plans, and indicating the distance of 2 miles from the commencement of the said Railway No. 2, such diversion to commence at a point about $4\frac{1}{2}$ chains from the point at which the said bridle-road joins the bridle-road firstly above described as intended to be diverted, and to terminate at or near the point at which the bridle-road, the intended diversion whereof is now describing, is crossed by the northern fence of the said Railway No. 2, as now being constructed.

And the Bill will or may provide for the dedication to and repair by the public of the new bridle-roads by which the said diversions respectively will be effected.

The stopping up and discontinuance for public traffic of so much of the aforesaid bridle-roads as will be rendered unnecessary by the construction of the diversions before described.

The stopping up and discontinuance for public traffic of so much of the bridle-road known as Downend-hill-lane, and on the plans of 1880 numbered 63, in the township of Cudworth, in the parish of Royston and West Riding of the county of York, and 63a, in the township of Carlton, in the same parish and Riding, as lies between the eastern limit of deviation of Railway No. 1, authorised by the said Act, and Great Boulder Bridge.

The stopping up and discontinuance for public traffic of so much of the road known as Back-lane, in the township and parish of Drax, in the West Riding of the county of York, as lies between a point, hereinafter referred to as point "A," about 2 chains eastward from the point at which the

centre-line of Railway No. 3, authorised by the Act of 1880, as now in course of construction, crosses the said road and the junction of the said road with Brigg-lane, and in lieu thereof the making of a new public carriage-road in the same township and parish, commencing at the point "A" above described, and terminating by a junction with Brigg-lane aforesaid, at a point about $7\frac{1}{2}$ chains eastward from the point at which that lane is crossed by the said Railway No. 2, now in course of construction as aforesaid.

And the Bill will or may vest in the Company or in the owners of the adjoining lands, or partly in the Company and partly in such owners, the site and soil of the portions of the roads to be stopped up as aforesaid, and extinguish all public and other rights of way and other rights over or affecting such portions of roads, or the site and soil thereof.

To empower the Company for streets, roads, and approaches, and other works, and for other the purposes of the Company's undertaking, to enter upon, take, and use, compulsorily or otherwise, and to hold (in addition to any other lands which the Company may have or obtain power to acquire) the following lands, that is to say:— Certain lands and houses in the parish of Holy Trinity, in the borough and county of the town of Kingston-upon-Hull, bounded on the west by Strickland-street, and on the north by Gelert-terrace, and extending towards the south and east to the northern limit of deviation, shown on the plans of 1880, for the Railway No. 7, authorised by the Act of 1880.

To enable the Company, in connection with the aforesaid railways and works, to make and maintain from time to time all necessary and convenient viaducts, rails, sidings, junctions, turntables, stations, approaches, bridges, roads, gates, buildings, yards, machinery, and other works, buildings, and conveniences.

To empower the Company to stop up and discontinue for public use, and to extinguish all public and other rights of way, and other rights over or affecting any road or highway, the land abutting on each side of which have been or may be acquired by the Company.

To confirm the construction of the bridge by which Railway No. 2, authorised by the Act of 1880, has been or is being carried over the bridle-road, on the plans of 1880 numbered 41, in the township of North Elmsall, and parish of South Kirkby, in the West Riding of the county of York, and to authorise and empower the Company to lower and alter the levels of the said bridle-road under and on either side of the said bridge. To confirm the construction of Railway No. 3, authorised by the Act of 1880, in tunnel instead of open cutting (a) between two points respectively, about 3 chains and 9 chains beyond the point marked on the sections of 1880, and indicating 21 miles and 5 furlongs from the commencement of the said Railway No. 3, and (b) between a point about $8\frac{1}{2}$ chains beyond the point marked on the same sections, and indicating 22 miles and 3 furlongs from the commencement of the said Railway No. 3, and a point about $3\frac{1}{2}$ chains beyond the point marked on the same sections, and indicating 22 miles and 4 furlongs from the commencement of that Railway, and also to confirm the construction of the said Railway No. 3, upon a curve of about 36 chains radius, between the point marked on the same sections and indicating 21 miles from the commencement of the said railway, and a point about 5 chains beyond the point marked on the said sections, and