

Lincolnshire Railway at a point $\frac{1}{2}$ a chain or thereabouts south of the level crossing of the public road leading from Candlesby to Orby, measured along the railway.

The 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 parts of Kesteven, in the county of Lincoln:

The parish of Boultham.

In the city of Lincoln and county of the same city:

The parishes of St. Mary-le-Wigford, St. Martin, St. Michael-on-the-Mount, St. Swithin, St. Peter-in-Eastgate, and St. Margaret.

The extra-parochial places or parishes of Holmes Common, Monks' Leys and Monks' Liberty.

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

The parishes of Greetwell, Cherry Willingham, Fiskerton, Barlings, Stainfield, Bardney, Gaultby, Minting, Baumber, Edlington, Thimbleby, Horncastle, Low Toynton, West Ashby, Hemingby, Fulletby, Belchford, Salmonby, Tetford, Somersby, Bag Enderby, Harrington, Sutterby, Aswardby, Langton, Sausthorpe, Partney, Dalby, Hundley, Spilsby, Skendleby, Grebby, Scremby, Ashby-by-Partney, Halton Holgate, Candlesby, Welton, Gunby, Orby, Bratoft, Burgh, otherwise Burgh-le-Marsh, Winthorpe, Skegness, Great Steeping, and the hamlet of Monksthorpe.

To authorise the Company to deviate laterally from the lines of the intended railways and works to the extent shown on the plans hereinafter mentioned, or as may be provided by the Bill, 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 Bill, 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 underpin or otherwise secure or strengthen any houses or buildings which may be rendered insecure or affected by any of the intended works, and which houses and buildings may not be required for the purposes thereof.

To empower the Company to purchase and take by compulsion and also by 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 Bill, and the Bill will vary or extinguish any existing rights and privileges in any manner connected with the lands, houses, tenements, and hereditaments so purchased or taken.

To empower the Company to purchase so much only of any property as they may require

for the purposes of the Bill without being subject to the liability imposed by section 92 of the Lands Clauses Consolidation Act, 1845.

To authorise the Company to sell and convey, demise and lease, let, or otherwise dispose of any lands and hereditaments purchased or acquired under the powers of the Bill, and which may not be required for the intended works or other the purposes of the Bill, and to exempt the Company from the operation of the Lands Clauses Consolidation Act, 1845, with respect to the sale of superfluous lands.

To enable the Company, or the directors of the Company, out of moneys to be raised by the Company, under the powers of the Bill, to pay interest or dividends up to such day as may be prescribed by the Bill to the shareholders of the Company, on the sums which have been, or may be, from time to time, paid up on the shares allotted to or held by them respectively.

To enable and authorise any tenant for life of or other person having a limited estate or interest in any lands which would or might be benefited or improved in value by, or would derive facilities or accommodation from the construction or working of the intended railways, or any of them, or any part or parts thereof respectively, or any station, siding, road, approach, building, works, or conveniences connected therewith, to subscribe to and hold shares in the undertaking of the Company, and to raise the moneys necessary for that purpose by mortgage of, and to charge the same upon such lands, and the fee simple and inheritance thereof, and to grant and convey to the Company any lands required for the construction of the intended railways or any of them, or any part or parts thereof respectively, or any such station, siding, road, approach, building, works, or conveniences, either without payment or other consideration or for such considerations pecuniary or otherwise, and upon such terms and conditions, as have been or may be agreed upon between any such person and the Company, and to sanction and confirm any agreements which may have been or may be made between any such person and the Company or any person or persons on their behalf respectively, with respect to any of the matters aforesaid.

To empower the Company to levy tolls, rates, and duties upon or in respect of the intended railways and works, and upon or in respect of the railways, stations, and works of the Railway Companies hereinafter mentioned, and to alter the tolls, rates, and duties now authorised to be taken thereon, and to confer exemptions from such tolls, rates, and duties respectively.

To authorise the Midland Railway Company to run over and use, with their engines and carriages, the proposed Railways 3 and 4 and so much of Railway No. 1 as is situate between its point of commencement and its junction with Railway No. 4, and all stations, works, signals, and conveniences connected therewith.

To authorise the Manchester Sheffield and Lincolnshire Railway Company to run over and use with their engines and carriages, the proposed Railways 2 and 4 and so much of Railway No. 1 as is situate between its point of commencement and its junction with Railway No. 4, and all stations, works, signals, and conveniences connected therewith.

To authorise the Great Northern Railway Company and the Great Eastern Railway Company, or either of them, to run over and use with their engines and carriages, the proposed Railway No. 2, and so much of Railway No. 1 as is situate between its point of commencement