

Railway No. 7, authorized by the Hull, Barnsley, and West Riding Junction Railway and Dock Act, 1880 (in this Notice called "the Act of 1880"), at a point 90 yards or thereabouts, measured along the course of the said railway southwards of the south abutment of the bridge carrying the said railway over the Hesse-road, and terminating by a junction with lines laid on the land of the said Dock Company at or near the north-eastern corner of the said Dock Company's St. Andrew's Dock.

(5) A railway (No. 2A) situate wholly in the town and county of the town of Kingston-upon-Hull, commencing in the parish of Newington by a junction with the said intended Railway No. 2, at a point 90 yards or thereabouts westward from the eastern side of the said Dock Company's St. Andrew's Dock, and terminating in the parish of Holy Trinity by a junction with lines laid on the land of the said Dock Company, northwards of their No. 29 warehouse, at or near the north-west corner of such warehouse, which said intended railway will pass from, in, through, or into, or be situated within the parishes or places of Newington and Holy Trinity.

(6) A Railway (No. 3) situate wholly in the East Riding of the county of York, and commencing in the township of Sandholme, in the parish of Eastington by a junction with the Railway No. 3, authorized by the Act of 1880, at a point 50 yards or thereabouts westward of the west side of the bridge carrying such railway over Thimble-hall-lane, on the west side of the Newport Station of the said railway, and passing from, through, or into the townships and parishes following, viz.: Gilberdyke, Sandholme, Eastington, Blacktoft, and Scalby, or some or one of them, and terminating in the township of Scalby, in the parish of Blacktoft by a junction with the Hull and Selby Railway, of the North-Eastern Railway Company, at a point 100 yards or thereabouts measured in an easterly direction, along the course of that railway from the point where it crosses the Bishops' Soil Drain or Far Drain.

(7) A railway (No. 4) situate wholly in the township of South Kirkby in the parish of South Kirkby, in the West Riding of the county of York, commencing by a junction with the Railway No. 1, authorized by the Act of 1880, at or near the eastern side of the bridge carrying Hagne-lane over the said railway and terminating by a junction with the sidings of the South Kirkby Colliery Company at a point opposite or thereabouts to the working shaft of the said Colliery.

To authorize the Company to deviate laterally from the lines of the intended 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 such extent as may be authorized by or determined under the powers of the Bill, and in either case, whether within or beyond the limits allowed by the Railways Clauses Consolidation Act, 1845.

To empower the Company to cross, open, or break up, divert, alter, or stop up, whether temporarily or permanently, all such turnpike and other roads, highways, streets, footpaths, pipes, sewers, reservoirs, streams, bridges, railways, tramways, gas, water, and other pipes,

and telegraphic and electric and telephonic apparatus within the parishes, townships, extra parochial and other places aforesaid, or any of them, as may be necessary or convenient to cross, open, break up, divert, alter, or stop up for the purposes of the intended works, or any of them, or of the Bill.

To authorize the Company to purchase and take by compulsion and also by agreement lands, houses, tenements, and hereditaments for the purposes of the intended Railways and Works, and of the Bill and easements or rights in, or over, or affecting lands, houses, tenements, and hereditaments, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, tenements, and hereditament so purchased or taken, and notwithstanding the 92nd section of the Lands Clauses Consolidation Act, 1845, to empower the Company to purchase and take by compulsion or agreement any parts of any house, building, manufactory, or other premises without being required or compelled to purchase the whole of such house, building, manufactory, or premises.

To enable the Company to levy tolls, rates, and duties upon or in respect of the intended railways and works, and to confer exemptions from the payment of such tolls, rates, and duties.

To empower the Company to hold and use for the purpose of the works authorized by the Act of 1880 or the general purposes of their undertaking, any lands which they are authorized to acquire by the Act of 1882 and have acquired or may acquire for the purposes or under the powers of the last-mentioned Act.

To empower the Company to subscribe towards the cost of construction of any branch line which may be intended to form a junction with their railway, and to apply their corporate funds for that purpose.

To authorize the Company for the purposes of the proposed railways to apply any of their funds or any of the capital which they are now authorized to raise by shares, stock, debenture stock, or borrowing.

To constitute or empower the Company to constitute the Huddersfield lines, or some of them, or some part or parts thereof, a separate undertaking of the Company, with separate and distinct capital, proprietary, and borrowing powers, and to allocate to such separate undertaking such portion of the capital authorized to be raised by the Act of 1882, as may be deemed expedient, and to prescribe, define, and regulate the respective rights of Share, Stock, or Debenture holders in such separate undertaking inter se, and with respect to any other Share, Stock, or Debenture holders of the Company, or any class or classes thereof respectively, and to define and declare the proportions in which the gross and net receipts upon the Company's undertaking, or any part or parts thereof, and the working and other expenses of the Company shall be divided between and borne by the several undertakings of the Company, and, if thought fit, to reduce the capital of the Company, which, by the said Act of 1882, they are authorized to raise.

To authorize and empower the Company on the one hand, and the Great Northern Railway Company, the Midland Railway Company, the London and North-Western Railway Company, and the Lancashire and Yorkshire Railway Company, and any company which may be incorporated during the present session of Parliament (hereinafter referred to as the five companies), or any one,