CHAPTER ix.

An Act for conferring additional powers on the Manchester Sheffield and Lincolnshire Railway Company and for other purposes. [8th April 1881.] A.D. 1881.

WHEREAS it is expedient that the Manchester Sheffield and Lincolnshire Railway Company (herein-after referred to as the Company) be authorised to enter on use and hold the lands herein-after mentioned and shown on the deposited plans referred to in this Act for the general purposes of their undertaking:

And whereas it is expedient that the powers conferred upon the Company by the Manchester Sheffield and Lincolnshire Railway Act 1875 for the compulsory purchase of lands for and the construction of Railway No. 2 in that Act described should be revived and extended: 38 & 39 Vict. c. lxiv.

And whereas it is expedient that the respective times limited by the Manchester Sheffield and Lincolnshire Railway Act 1878 for the completion of certain railways and works authorised by the Manchester Sheffield and Lincolnshire Railway (Additional Powers) Act 1866 by the Manchester Sheffield and Lincolnshire Railway Company (Additional Powers) Act 1872 and by the Manchester Sheffield and Lincolnshire Railway Company Act 1873 respectively should be further extended: 41 & 42 Vict. c. xxx. 29 & 30 Vict. c. clviii. 35 & 36 Vict. c. clxxviii. 36 & 37 Vict. c. lxxvii.

And whereas it is expedient that the respective times limited by the Manchester Sheffield and Lincolnshire Railway Company Act 1879 for the completion of certain railways authorised by the Manchester Sheffield and Lincolnshire Railway Company Act 1874 and by the Manchester Sheffield and Lincolnshire Railway Act 1876 for the completion of the widening and improvement of the existing bridge carrying the main line of the railway of the Company over Douglas Road Sheffield as authorised by that Act should be respectively extended: 42 & 43 Vict. c. cli. 37 & 38 Vict. c. cxxxii. 39 & 40 Vict. c. clxxxi.

And whereas it is expedient that the respective times limited by the Manchester Sheffield and Lincolnshire Railway Act 1878 for

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the compulsory purchase by the Company of certain lands and buildings in the township of Brightside Bierlow in the parish of Sheffield known as Brightside Mills and by the Manchester Sheffield and Lincolnshire Railway Act 1879 for the compulsory purchase of certain other lands and buildings in the same parish should be respectively extended:

And whereas it is expedient that further provision should be made with respect to the holding and disposal of lands belonging to the Company and to the Sheffield and Midland Railway Companies Committee respectively:

And whereas it is expedient that the Company should be authorised and empowered to consolidate and convert into one stock the several stocks of the Company known as the First Preference Four and a half per Cent. Stock and the First Preference Four and three quarter per Cent. Stock.

And whereas the objects aforesaid cannot be attained without the authority of Parliament:

And whereas plans and sections describing the lines and levels of the railway the powers relating to which are by this Act revived and extended and books of reference to those plans containing the names of the owners or reputed owners lessees or reputed lessees and of the occupiers of lands in the line of the proposed work or within the limits of deviation as defined on the plans and describing those lands and plans of other lands by this Act authorised to be taken compulsorily with like books of reference thereto have been deposited with the clerk of the peace for the West Riding of the county of York and the clerks of the peace for the counties of Lancaster Derby and Nottingham respectively and which said plans sections and books of reference are in this Act referred to as the deposited plans sections and books of reference respectively:

May it therefore please your Majesty that it may be enacted and be it enacted by the Queen's most Excellent Majesty by and with the advice and consent of the Lords Spiritual and Temporal and Commons in this present Parliament assembled and by the authority of the same as follows (that is to say):—

Short title.

1. This Act may be cited as the Manchester Sheffield and Lincolnshire Railway Act 1881.

Incorporation of general Acts.

2. The following enactments (as far as the same respectively are applicable for the purpose of and not varied by or inconsistent with this Act) are hereby incorporated with this Act (namely):—

8 & 9 Vict. c. 18.
23 & 24 Vict. c. 106.
32 & 33 Vict. c. 18.
8 & 9 Vict. c. 16.

The Lands Clauses Consolidation Acts 1845 1860 and 1869:

The provisions of the Companies Clauses Consolidation Act 1845 with respect to the matters following (that is to say) the

distribution of the capital of the Company into shares the transfer or transmission of shares the payment of subscriptions and the means of enforcing the payment of calls the forfeiture of shares for nonpayment of calls the remedies of creditors of the Company against the shareholders the borrowing of money by the Company on mortgage or bond the conversion of the borrowed money into capital the consolidation of the shares into stock the general meetings of the Company and the exercise of the right of voting by the shareholders the making of dividends the giving of notices and the provision to be made for affording access to the special Act:

The Railways Clauses Consolidation Act 1845: 8 & 9 Vict. c. 20.

Parts I. and II. of the Railways Clauses Act 1863 relating respectively to the construction of a railway and to extension of time: 26 & 27 Vict. c. 92.

Parts I. II. and III. of the Companies Clauses Act 1863 relating respectively to cancellation and surrender of shares additional capital and debenture stock. 26 & 27 Vict. c. 118.

Interpretation of terms.

3. In this Act terms to which meanings are assigned in enactments incorporated with this Act or which have therein special meanings have the same respective meanings and in this Act and for the purposes of this Act in any enactment incorporated with this Act the term "court of competent jurisdiction" shall have effect as if the debt or demand with respect to which the term is used were a common simple contract debt and not a debt or demand created by statute and the term "superior court" shall include any court of competent jurisdiction.

Power to acquire lands for general purposes.

4. Subject to the provisions of this Act the Company in addition to the other lands which they are by this Act authorised to acquire may from time to time enter upon take use and appropriate to the purposes of their undertaking all or any of the lands and buildings following delineated on the deposited plans and described in the deposited book of reference (that is to say):—

Certain lands situate in the parish of Darfield in the West Riding of the county of York lying and abutting on the north-east side of the Barnsley and Doncaster Railway of the Company and near to the Stairfoot Station on that railway:

Certain other lands and buildings situate in the parish of Royston in the West Riding of the county of York lying and being on the north-west and south-east sides of the Company's line of railway as authorised by the Manchester Sheffield and Lincolnshire Railway Act 1874 therein described as Railway No. 1 and lying between the points marked two furlongs and

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one mile four furlongs on the deposited plans of that railway referred to in the last-mentioned Act:

Certain other lands and buildings situate in the parish of Wragby in the West Riding of the county of York lying and being on the north-west and south-east sides of the Company's line of railway as authorised by the Manchester Sheffield and Lincolnshire Railway Act 1874 therein described as Railway No. 1 and lying between the points marked two miles five furlongs and three miles two furlongs on the deposited plans of that railway referred to in the last-mentioned Act:

Certain other lands and buildings situate in the parish of Crofton in the West Riding of the county of York being parts of lands shown on the deposited plans relating to Railway No. 1 authorised by the Manchester Sheffield and Lincolnshire Railway Act 1874 and numbered 1 and 4 in the said parish of Crofton on those plans:

Certain other lands and buildings situate in the parish of Sheffield in the West Riding of the county of York lying and abutting upon the south side of the main line of the railway of the company bounded towards the west by a certain road called Woodburne road near to the Woodburne junction of the railway of the Company and extending in an easterly direction about forty-six chains from that road:

Certain other lands and buildings situate at Staleybridge in the township and parish of Ashton-under-Lyne in the county of Lancaster bounded on the south-west by Water Road on the south-east by Hully Street and on the north and north-east by land belonging to the Company:

Certain other lands and buildings situate at Staleybridge in the township and parish of Ashton-under-Lyne bounded on the south-west side by Rasbottom Street and on the south-east side by the Huddersfield Branch of the London and North-western Railway Company:

Certain other lands and buildings situate at Openshaw in the parish of Manchester in the county of Lancaster lying and abutting on the north side of the main line of the railway of the Company at a point distant about ten and a half chains eastward from Clayton Lane South in Openshaw aforesaid:

Certain other lands and buildings situate in the parish of Glossop in the County of Derby adjoining Railway No. 7 authorised by the Manchester Sheffield and Lincolnshire Railway Act 1874 and numbered 109 and 110 in the parish of Glossop on the deposited plans referred to in that Act:

Certain other lands situate in Hadfield in the parish of Glossop in the county of Derby lying and adjoining the north-west and south-east sides of the main line of the railway of the Company there and lying between the Hadfield Station and the Dinting Junction on that railway:

Certain other lands and buildings situate in the parish of Ordsall in the county of Nottingham adjoining and abutting upon the southerly side of the main line of the railway of the Company and extending from the Great Northern Railway on the east to a point about twenty-seven chains or thereabouts west of the bridge carrying the public highway over the railway of the Company near to the Whisker-Hill Junction:

Certain other lands and buildings situate in the parish of Ordsall aforesaid adjoining and abutting upon the east and west sides of the highway leading from Ordsall to Retford and crossing the railway of the Company on the level near the cattle market there.

Revival of powers relating to Railway No. 2 authorised by 38 & 39 Vict. c. lxiv.

5. Subject to the provisions of this Act the powers conferred on the Company by the Manchester Sheffield and Lincolnshire Railway Act 1875 for making and completing the railway herein-after described with all proper stations approaches works and conveniences connected therewith and for entering upon taking and using such of the lands delineated on the plans and described in the books of reference deposited in respect of that Act and in respect of this Act as may be required for that purpose are by this Act revived. The railway and works herein-before referred to are:—

A railway (being the railway described in section four of the Manchester Sheffield and Lincolnshire Railway Act 1875 and in the deposited plans and sections referred to in that Act called Railway No. 2) seven furlongs two chains or thereabouts in length commencing by a junction with the railway of the Company in the township and parish of Wath-upon-Dearne in the West Riding of the county of York and terminating in the township and parish of Adwick-upon-Dearne in the West Riding of the county of York by a junction with the railway authorised by the Midland and North-eastern Railways Act 1874. 37 & 38 Vict. c. cxxxiii.

Certain sections of 38 & 39 Vict. c. lxiv. applied to railway.

6. The provisions of sections five six and eight of the Manchester Sheffield and Lincolnshire Railway Act 1875 shall apply to the powers by this Act revived or conferred on the Company for making the railway herein-before described and to that railway and shall have the same force and effect as if those sections were respectively re-enacted in this Act.

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Notice to be given of taking houses of labouring classes.

7. The Company shall not less than eight weeks before they take in any parish fifteen houses or more occupied either wholly or partially by persons belonging to the labouring classes as tenants or lodgers make known their intention to take the same by placards handbills or other general notice placed in public view upon or within a reasonable distance from such houses and the Company shall not take any such houses until they have obtained the certificate of a justice that it has been proved to his satisfaction that they have so made known their intention.

Company to procure accommodation for persons of labouring classes to be displaced.

8. Before displacing any person belonging to the labouring classes who may for the time being be the occupier of any house or part of a house which the Company are by this Act authorised to acquire the Company shall (unless they and such person otherwise agree) procure sufficient accommodation elsewhere for such person: Provided always that if any question shall arise as to the sufficiency of such accommodation the same shall be determined by a justice and the Company may for the purpose of providing such accommodation appropriate any lands for the time being belonging to them or which they have power to acquire and may purchase lands by agreement and may on such lands erect labouring class dwellings and may let or otherwise dispose of such lands.

Power to take easements, &c. by agreement.

9. Persons empowered by the Lands Clauses Consolidation Act 1845 to sell and convey or release lands may if they think fit subject to the provisions of that Act and of the Lands Clauses Consolidation Acts Amendment Act 1860 and of this Act grant to the Company any easement right or privilege not being an easement of water required for the purposes of this Act in over or affecting any such lands and the provisions of the said Acts with respect to lands and rentcharges so far as the same are applicable in this behalf shall extend and apply to such grants and to such easements rights and privileges as aforesaid respectively.

Imposing penalty unless railway be opened within the time limited.

10. If the Company fail within the periods limited by this Act to complete the railway the powers relating to which are by this Act revived or for the completion of which the time is by this Act extended respectively the Company shall be liable to a penalty of fifty pounds a day for every day after the expiration of the periods so limited respectively until the uncompleted railway is completed and opened for public traffic or until the sum received in respect of such penalty amounts to five per centum on the estimated cost of the works in respect of which the penalty has been incurred and the said penalty may be applied for by any landowner or other person claiming to be compensated in respect of the railway in reference

to which the penalty has been incurred in accordance with the provisions of the next following section of this Act or by the Solicitor of Her Majesty's Treasury and in the same manner as the penalty provided in section three of the Railway and Canal Traffic Act 1854 and every sum of money recovered by way of such penalty as aforesaid shall be paid under the warrant or order of such court or judge as is specified in that section to an account opened or to be opened in the name and with the privity of Her Majesty's Paymaster General on behalf of the Chancery Division of the High Court of Justice in England in the bank and to the credit specified in such warrant or order and shall not be paid thereout except as herein-after provided but no penalty shall accrue in respect of any time during which it shall appear by a certificate to be obtained from the Board of Trade that the Company was prevented from completing or opening the uncompleted railway by unforeseen accident or circumstances beyond their control: Provided that the want of sufficient funds shall not be held to be a circumstance beyond their control.

17 & 18 Vict. c. 31.

Providing for application of penalty.

11. Every sum of money so recovered by way of penalty as aforesaid shall be applicable and after due notice in the London Gazette shall be applied towards compensating any landowners or other persons whose property has been interfered with or otherwise rendered less valuable by the commencement construction or abandonment of the railway in respect of which the penalty has been incurred or any portion thereof or who have been subjected to injury or loss in consequence of the compulsory powers of taking property for the purposes of such railway conferred upon the Company and for which injury or loss no compensation or inadequate compensation has been paid and shall be distributed in satisfaction of such compensation as aforesaid in such manner and in such proportions as to the Chancery Division of the High Court of Justice in England may seem fit and if no such compensation is payable or if a portion of the sum or sums of money so recovered by way of penalty as aforesaid has been found sufficient to satisfy all just claims in respect of such compensation then the said sum or sums of money recovered by way of penalty or such portion thereof as may not be required as aforesaid shall either be forfeited to Her Majesty and accordingly be paid or transferred to or for the account of Her Majesty's Exchequer in such manner as the Chancery Division thinks fit to order on the application of the Solicitor of Her Majesty's Treasury and shall be carried to and form part of the Consolidated Fund of the United Kingdom or in the discretion of the said Division if the Company is insolvent or has

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been ordered to be wound up or a receiver has been appointed shall wholly or in part be paid or transferred to such receiver or to the liquidator or liquidators of the Company or be otherwise applied as part of the assets of the Company for the benefit of the creditors thereof.

Power to apply corporate funds.

12. The Company may apply for the purposes of this Act any money for which they are for the time being authorised to raise independently of this Act and which is not required for the purposes for which the same was authorised to be raised.

Period for compulsory purchase of lands.

13. The powers of the Company for the compulsory purchase of lands for the purpose of the railway herein-before described shall not be exercised after the expiration of two years from the passing of this Act and for the other purposes of this Act shall not be exercised after the expiration of three years from the passing of this Act.

Period for completion of railway.

14. The railway and works herein-before described shall be completed within three years from the passing of this Act and on the expiration of that period the powers by this Act revived for making and completing the same or otherwise in relation thereto shall cease to be exercised except as to so much thereof as shall be then completed.

Extension of time for completion of certain works authorised by 29 & 30 Vict. c. clviii.

15. The time limited by the Manchester Sheffield and Lincolnshire Railway Act 1878 for the completion of the widening and improvement of the main line of the Company authorised by the Manchester Sheffield and Lincolnshire Railway (Additional Powers) Act 1866 is hereby extended for a period of three years from the fourteenth day of June one thousand eight hundred and eighty-one.

Extension of time for completion of certain works authorised by 35 & 36 Vict. c. clxxviii.

16. The time limited by the Manchester Sheffield and Lincolnshire Railway Act 1878 for the completion of Railway No. 1 and the new street and road authorised by the Manchester Sheffield and Lincolnshire Railway Company (Additional Powers) Act 1872 is hereby extended for a period of three years from the fourteenth day of June one thousand eight hundred and eighty-one.

Extension of time for completion of Railway No. 1. authorised by 36 & 37 Vict. c. lxxvii.

17. The time limited by the Manchester Sheffield and Lincolnshire Railway Act 1878 for the completion of Railway No. 1 authorised by the Manchester Sheffield and Lincolnshire Railway Act 1873 is hereby extended for a period of three years from the fourteenth day of June one thousand eight hundred and eighty-one.

Extension of time for completion of certain

18. The time limited by the Manchester Sheffield and Lincolnshire Railway Act 1879 for the completion of the Railways Nos. 1 2 3 and 4 authorised by the Manchester Sheffield and

Lincolnshire Railway Act 1874 is hereby extended for a period of three years from the sixteenth day of July one thousand eight hundred and eighty-one.

works authorised by 37 & 38 Vict. c. cxxxii.

Extension of time for completion of certain works authorised by 39 & 40 Vict. c. clxxxi.

19. The time limited by the Manchester Sheffield and Lincolnshire Railway Act 1876 for the completion of the widening and improvement of the existing bridge carrying the main line of the railway of the Company over Douglas Road in the parish of Sheffield authorised by that Act is hereby extended for a period of three years from the twenty-fourth day of July one thousand eight hundred and eighty-one.

Extension of time for purchase of certain lands under 41 & 42 Vict. c. xxx.

20. The powers granted to the Company by the Manchester Sheffield and Lincolnshire Railway Act 1878 for the compulsory purchase of certain lands and buildings situate in the township of Brightside-Bierlow in the parish of Sheffield is hereby further extended and may be exercised by the Company for and during a period of two years from the sixteenth day of April one thousand eight hundred and eighty-one and on the expiration of that period those powers shall cease.

Extension of time for purchase of certain lands under 39 & 40 Vict. c. clxxxi.

21. The powers granted to the Company by the Manchester Sheffield and Lincolnshire Railway Act 1876 for the compulsory purchase of lands for the purposes of that Act so far as they relate to or affect certain lands or buildings situate in the parish of Sheffield in the West Riding of the county of York adjoining the north side of the main line of railway of the Company bounded on the east end thereof by Douglas Road and on the west end thereof by a certain bridge carrying the Park Wood Road over the same railway are hereby further extended and may be exercised by the Company for and during a period of two years from the twenty-fourth day of July one thousand eight hundred and eighty-one and on the expiration of that period those powers shall cease.

Extension of period for sale of superfluous lands of Company.

22. The Company may notwithstanding anything in the Lands Clauses Consolidation Act 1845 or in any Act relating to the Company with which that Act is incorporated retain and hold any lands belonging to them in the parishes mentioned in the first Schedule to this Act which have not yet been applied or are not yet required for the purposes of the Company for the periods following (that is to say) as regards such of the lands as are situate near to or adjoining any station of that Company or may in the opinion of the Company be required by them for the purposes of stations sidings or other conveniences for the period of ten years from the passing of this Act and as regards the

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residue of the said lands for the period of three years from the passing of this Act but the Company shall at the expiration of such respective periods sell and absolutely dispose of as superfluous lands all such parts of those lands as shall not then have been applied to or are not then required for the purposes of their undertaking.

Extension of period for sale of superfluous lands by Sheffield and Midland Railway Companies' Committee.

23. The Sheffield and Midland Railway Companies Committee (in this section referred to as the Committee) may notwithstanding anything in the Lands Clauses Consolidation Act 1845 or in any Act relating to the Committee with which that Act is incorporated retain and hold any lands belonging to them in the parishes mentioned in the Second Schedule to this Act which have not yet been applied or are not yet required for the purposes of the Committee for the periods following (that is to say) as regards such of the lands as are situate near to or adjoining any station of the Committee or may in the opinion of the Committee be required by them for the purposes of stations sidings or other conveniences for the period of ten years from the passing of this Act and as regards the residue of the said lands for the period of three years from the passing of this Act but the Committee shall at the expiration of such respective periods sell and absolutely dispose of as superfluous lands all such parts of those lands as shall not then have been applied to or are not then required for the purposes of their undertaking.

Consolidation of certain preference stocks of the Company.

24. Whereas the first preference four and a half per cent. stock of the Company ranks pari passu in order of priority with and has the same rights and privileges as the first preference four and three quarters per cent. stock of the Company and it is expedient that such stocks should be consolidated into one stock bearing a uniform rate of dividend: Be it enacted that the Company may with the approval of at least three fourths of the votes of the proprietors of the first preference four and three quarters per cent. stock present in person or by proxy at a meeting of those proprietors specially convened for the purpose issue to the proprietors of that stock such an amount of the said first preference four and a half per cent. stock as will give to them the same amount of dividend per annum as they now receive on the four and three quarters per cent. stock such stock to be received and held by them in all respects in lieu of and substitution for the said first preference four and three quarters per cent. stock which last-mentioned stock shall thereupon be cancelled: Provided always that at any meeting in pursuance of this section the proprietors aforesaid shall have the same right and

power of voting in every respect as if those meetings were meetings of the Company.

As to exchange of certificates.

25. From and after any such substitution or consolidation as aforesaid the Company shall in exchange for the existing certificates of stock issue to the respective proprietors thereof free from any charge in respect of the same other certificates representing the substituted or consolidated stock: Provided always that until the issue of such new certificates the existing certificates of stock shall have and possess the same rights and advantages as if they were certificates issued under the provisions of this enactment but after the issue of such new certificates the existing certificates shall be cancelled.

Substituted stocks to be held on the same trusts.

26. The substituted or consolidated stock shall remain and be vested in the person or persons to whom it is issued upon the same trusts and subject to the same powers provisoes declarations agreements charges liens and incumbrances as at the time of the issue thereof affect the stock in lieu of which the substituted or consolidated stock is issued and so as to give effect to and not revoke any testamentary disposition of or affecting the same and trustees executors or administrators may accept such substituted or consolidated stock in lieu of the stock held by them in the Company and retain dispose of or otherwise deal with the same as fully and freely in all respects as they might have retained disposed of or otherwise dealt with the stock for which it was substituted. Every bequest of any stock for which such consolidated stock shall have been substituted shall be deemed to be a bequest of such an amount of consolidated stock as shall be or shall have been substituted for the amount of stock mentioned in such bequest.

Saving rights of the Crown.

27. Nothing contained in this Act shall authorise the Company to take use or in any manner interfere with any land or hereditaments or any rights of whatsoever description belonging to the Queen's most Excellent Majesty in right of Her Crown and under the management of the Commissioners of Her Majesty's Woods Forests and Land Revenues or either of them without the consent in writing of the same Commissioners or one of them on behalf of Her Majesty first had and obtained for that purpose (which consent such Commissioners are hereby respectively authorised to give) neither shall anything in the said Act contained extend to take away prejudice diminish or alter any of the estates rights privileges powers or authorities vested in or enjoyed or exerciseable by the Queen's Majesty her heirs or successors.

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Interest not to be paid on calls paid up.

28. The Company shall not out of any money by this Act authorised to be raised pay interest or dividend to any shareholder on the amount of the calls made in respect of the shares held by him but nothing in this Act shall prevent the Company from paying to any shareholder such interest on money advanced by him beyond the amount of the calls actually made as is in conformity with the Companies Clauses Consolidation Act 1845.

Deposits for future bills not to be paid out of capital.

29. The Company shall not out of any money by this Act authorised to be raised pay or deposit any sum which by any Standing Order of either House of Parliament now or hereafter in force may be required to be deposited in respect of any application to Parliament for the purpose of obtaining an Act authorising the Company to construct any other railway or to execute any other work or undertaking.

Provisions as to general Railway Acts.

30. Nothing in this Act contained shall exempt the Company from the provisions of any general Act relating to railways or the better and more impartial audit of the accounts of railway companies now in force or which may hereafter pass during this or any future session of Parliament or from any future revision or alteration under the authority of Parliament of the maximum rates of fares and charges or of the rates for small parcels authorised by this Act.

Expenses of Act.

31. All costs charges and expenses of and incident to the preparing for obtaining and passing of this Act or otherwise in relation thereto shall be paid by the Company.

FIRST SCHEDULE.

Lancashire.	Doncaster	Bigby
Manchester	Fishlake	Wrawby
Ashton-under-Lyne	Kirk Sandall	Barnetby-le-Wold
	Mexborough	Melton Ross
Cheshire.	Royston	Ulceby
Stockport	Sprotborough	Killingholme
Mottram	Thorne	Habrough
	Thrybergh	Great Coates
Derbyshire.	Wath-upon-Dearne	Great Grimsby
Glossop	Warmsworth	Clee
		Goxhill
West Riding of the County of York.	Nottinghamshire.	Barrow-upon-Humber
Penistone	Worksop	North Kelsey
Silkstone	Ordsall	Middle Rasen
Tankersley	Clarborough	Market Rasen
Ecclesfield	Sturton-le-Steeple	Buslingthorpe
Sheffield	Bole	Wickenby
Handsworth	Saundby	Snelland
Rotherham	Beckingham	Scothern
Beighton	South Leverton	Barlings
Todwick	North Leverton	Reepham
Treeton	Treswell	Cherry Willingham
South Anston		St. Mary-le-Wigford, St. Mark, St. Botolph } City of Lincoln.
Thorpe Salvin	Lincolnshire.	Boultham
Adwick-upon-Dearne	Gainsborough	Skellingthorpe
Barnby Don	Blyton-cum-Wharton	Torksey
Conisborough	Northorpe	Frodingham
Darfield	Kirton-in-Lindsey	
	Hibaldstowe	
	Scawby-cum-Sturton	

SECOND SCHEDULE.

Lancashire.	Cheshire.	Derbyshire.
Manchester	Stockport	Glossop
Prescot	Mottram	

LONDON: Printed by George Edward Eyre and William Spottiswoode,
Printers to the Queen's most Excellent Majesty. 1881.