

Company's Blyth and Tyne Railway at New Bridge-street Station.

Certain lands in the parish of Jesmond in the said county borough, situate on the east side of and adjoining the Company's Blyth and Tyne Railway at Crag Hall Dene.

In the county of Cumberland—

Certain lands in the parish of St. Cuthbert Without, situate on the north side of and adjoining the Company's Newcastle and Carlisle Railway at Durranshill Bridge.

In the county of Durham—

Certain lands in the parish of Gateshead, in the county borough of Gateshead, situate on the south-west side of and adjoining the Company's Dunston Extension Railway, near High Team and Low Fell Station, and to empower the Company to divert and alter the footpath leading from Saltwell-lane to High Team which crosses the Company's Dunston Extension Railway on the level, and to carry the same along the north-east side of the said railway from the said level crossing to Workhouse-lane, and to stop up the existing footpath between the said level crossing and a point about 60 yards south of the Team Forge, including such level crossing.

Certain lands in the parish of Winlaton, in the urban district of Blaydon, situate on the south side of and adjoining the Company's Redheugh Branch and abutting upon Edward-street.

Certain lands in the parish of Tow Law, in the urban district of Tow Law, forming the site of so much of the Company's Bishop Auckland and Consett Railway as extends from the High street level crossing to a point about 700 yards west of that crossing.

In the North Riding of the county of York—

Certain lands in the parish and urban district of Saltburn-by-the-Sea, situate on the north side of and adjoining Burton-terrace.

Certain lands in the parish of South Otterington and the parish of Thornton-le-Moor, in the rural district of Thirsk, situate on both sides of and adjoining the Company's York and Newcastle Railway at Otterington Station, and to empower the Company to alter the bridge carrying the public road leading from South Otterington to Thornton-le-Moor over that railway and the approaches to such bridge.

In the West Riding of the county of York—

Certain lands in the parish and urban district of Goole, situate upon the south-east side of and adjoining the Company's Hull and Doncaster Railway between the goods yard at Goole Station and the River Ouse.

In the East Riding of the county of York—

Certain lands in the parish and urban district of Hessle, forming a portion of the drain known as the Fleet Drain, and situate about 110 yards north of the Company's Hull and Selby Railway.

Certain lands in the parish of Owthorne, in the rural district of Patrington, situate on the north-west side of and adjoining the Company's Withernsea Branch at the 17th mile post on that branch from Hull.

Certain lands in the parish of Sculcoates, in the county borough of Kingston-upon-Hull, situate on the north side of and adjoining Hessle-road and abutting upon the west side of the Hull and Barnsley Railway.

To empower the Company to build upon, sell or lease for building purposes, certain lands of the

Company in the parish of Holy Trinity and St. Mary, in the city and county of Kingston-upon-Hull, situate upon both sides of and adjoining Whitefriargate Bridge and the approaches thereto, and forming part of the Company's Hull Docks Estate, and to remove any restrictions or limitations affecting the user or development of the said lands, erections or works thereon.

To empower the Company to purchase so much of any property as they may require for the purposes of the intended Act without being subject to the liability imposed by section 92 of the Lands Clauses Consolidation Act, 1845.

To extinguish all rights of way over the railways of the Company, and over the portions of the roads or footpaths proposed to be stopped up or diverted, or which will be rendered unnecessary by the intended works, and to vest the site and soil of such roads and footpaths, or portions thereof, in the Company, and to alter, vary or extinguish all existing rights of way and other rights, privileges and exemptions in, over, or connected with any lands proposed to be purchased, taken, used or interfered with under the powers or for the purposes of the intended Act, or which would in any manner impede or interfere with the objects or purposes of the intended Act, or any of them, and to confer, vary, alter or extinguish other rights, privileges and exemptions.

To authorize the crossing, diverting, altering or stopping up, whether temporarily or permanently, of all highways and other roads, footpaths, rivers, streams, canals, navigations, railways, wagonways, tramways, bridges and other works within or adjoining to the before-mentioned parishes or places, so far as may be necessary or convenient for the purposes of the intended Act, and to appropriate the sites thereof respectively to the use of the Company, and to provide that the Company shall not be liable under section 46 of the Railways Clauses Consolidation Act, 1845, to maintain the surface of any road or public highway which shall be carried over any of the intended railways by a bridge or the immediate approaches thereto, except so far as the level of such road, highway or approaches is permanently and prejudicially altered.

To authorize agreements between the Company on the one hand, and any authorities, bodies or persons having the control or management of existing roads, streets, footpaths or highways in the parishes in which any intended new or altered road, bridge or footpath will be situate on the other hand, with respect to the construction, maintenance and use of any such new or altered road, bridge or footpath, and as to contributions by such authorities, bodies and persons towards the cost of carrying out the same, and to empower and if thought fit to require such authorities, bodies and persons to apply any funds or rates under their control to and to borrow money for any of the purposes aforesaid, and to confirm or give effect to any such agreement which may have been or may be entered into prior to the passing of the intended Act.

To authorize deviations, laterally and vertically, from the lines and levels of any of the intended works as shown on the plans and sections to be deposited as hereinafter mentioned to such an extent as may be authorized by the intended Act, notwithstanding anything contained in the Railways Clauses Consolidation Act, 1845.