

Branch and all rights of way over the lands lying on the south side of the River Tyne and the north side of the Company's Redheugh Branch West and Redheugh Branch East between the said occupation road and the Dunston engine-works, and to stop up and discontinue the existing footpath between the said occupation bridge about 450 yards east of Cross-lane and Back-street.

To make a new road in the parish of Middleton Saint George, in the rural district of Darlington, commencing by a junction with Dinsdale Station-road at a point thereon about 30 yards north-west of the bridge carrying the Company's Darlington and Saltburn Railway over that road and terminating by a junction with Long Newton-road at a point thereon about 230 yards north-west of Oak Tree level crossing on that railway and to stop up and discontinue Long Newton-road between its junction with Yarm-road and the termination of the said new road.

To stop up and discontinue the level crossing over the Company's Pontop and South Shields Railway in the parish of Boldon, in the rural district of South Shields, situate about 70 yards south of Hedworth-lane level crossing and in substitution therefor to make a new road on the west side of and adjoining the said railway, commencing at the said level crossing and terminating near Hedworth-lane level crossing.

In the East Riding of the county of York—

To make in the parishes of Saint Martin and Saint Nicholas, in the borough of Beverley, a new road (No. 1) on the east side of and adjoining the Company's Hull and Scarborough Railway, commencing by a junction with Goths-lane and terminating by a junction with Cherry Tree-lane, and a new road (No. 2), commencing by a junction with new road (No. 1) at a point about 30 yards from its junction with Goths-lane crossing the said railway on the level and terminating by a junction with Mill-lane at its junction with Goths-lane and Cherry Tree-lane, and to stop up and discontinue so much of Goths-lane and Cherry Tree-lane as lies to the west of the said new road (No. 1).

To make in the parish of Saint Martin, in the borough of Beverley, a new road along the east side of the Company's Hull and Scarborough Railway, commencing by a junction with Chantry-lane and terminating by a junction with Fleming Gate and to stop up and discontinue so much of Chantry-lane as lies between the said new road and the western boundary of the Company's railway, and to make a footbridge over the railway at or near Chantry-lane level crossing.

To authorize the Company to purchase and take by compulsion or agreement and to hold lands (in which term as used in this Notice, houses and buildings are included), or any estates or interests in or easements in, over or under lands situate in the before-mentioned parishes and other places for the purposes of the works hereinbefore mentioned and for other purposes of the intended Act, and for the purpose of providing accommodation for persons of the working classes who may be displaced under the provisions of the intended Act or any other Act relating to the Company, and for the purpose of extending their works and providing additional accommodation for their traffic and for the general purposes of

their undertaking, and also to authorize the Company to purchase and take by compulsion or agreement and to hold for the purposes aforesaid or any of them the lands following or some of them or any estates or interests in or easements in, over or under the same (that is to say):—

In the county of Northumberland—

Certain lands, in the parish and borough of Wallsend, situate on the south side of and adjoining the Company's Riverside Railway at Point Pleasant Station.

In the county of Durham—

Certain lands, in the parish of West Hartlepool, in the county borough of West Hartlepool, situate on the west side of and adjoining Clarence-road and being No. 2, Greatham-terrace, Clarence-road.

Certain lands, in the parish of Great Aycliffe, in the rural district of Darlington, situate on the west side of the Company's Newcastle and Darlington Railway and adjoining the Company's goods sidings at Aycliffe Station.

Certain lands in the parish of Thickey East in the urban district of Shildon, situate on the south-west side of and adjoining the Company's Darlington and Shildon Railway and between that railway and the Shildon Sewage Works.

Certain lands in the parish of Stockton, in the borough of Stockton-on-Tees, situate on the west side of and adjoining the Company's Leeds Northern Railway at North Shore Junction.

In the West Riding of the county of York—

Certain lands, in the parish of Nidd, in the rural district of Knaresborough, situate on the south and west sides of and adjoining the Company's goods yard at Nidd Bridge Station.

In the East Riding of the county of York—
Certain lands, in the parish of Hessele Without, in the urban district of Hessele, and in the parish of Sculcoates, in the county borough of Kingston-upon-Hull, situate on the south side of and adjoining Hessele-road and situate on both sides of and between points about 720 yards westward and 1,170 yards eastward of the watercourse known as New Drain.

Certain lands, in the parish of Sculcoates, in the county borough of Kingston-upon-Hull, situate on the north side of and adjoining Hessele-road about 300 yards west of the junction of Ash-street with Hessele-road.

Certain lands, in the parish of Scalby, in the rural district of Howden, situate on both sides of and adjoining the Company's Hull and Selby Railway, on both sides of and near Warping Bridge.

Certain lands, in the parish of Broomfleet, in the rural district of Howden, situate on the south side of and adjoining the Company's Hull and Selby Railway and on the east side of and adjoining the road leading from South Cave Landing on the Market Weighton Canal to South Cave.

Certain lands, in the parish of Menthorpe-with-Bowthorpe, in the rural district of Howden, situate on the south side of and adjoining the Company's Selby and Market Weighton Railway and on the east side of and adjoining the road from Howden to North Duffield at Menthorpe Gate Station.

To empower the Company to purchase so much of any property as they may require for the purposes of the intended Act without being