

Threshfield, Grassington, Conistone-with-Kilnsey and Kettlewell-with-Starbotton, in the rural district of Skipton, in the West Riding of the county of York, and Carlton Highdale, Carlton Town, Melmerby, Agglethorpe-with-Coverham, Middleham, Spennithorne and Constable Burton, in the rural district of Leyburn, in the North Riding of the county of York.

Railway No. 2.—Situates wholly in the North Riding of the county of York, commencing in the parish of Constable Burton, in the rural district of Leyburn, by a junction with the said intended Railway No. 1, at the termination thereof before described, and terminating in the parish of Scorton, in the rural district of Richmond, by a junction with the North-Eastern Railway (Richmond branch) at a point distant 8 chains or thereabouts, measured in a westerly direction along the said railway from the western end of the southern platform at Scorton Station on that railway.

The said Railway No. 2 will be made, or pass from, in, through or into the parishes of Constable Burton, Garriston, East Hauxwell, West Hauxwell, Hunton, Arrathorne and Hornby, all in the said rural district of Leyburn, and Appleton, Tunstall, Catterick and Scorton, in the said rural district of Richmond.

Railway No. 3.—Situates wholly in the parish of Constable Burton, in the rural district of Leyburn, in the North Riding of the county of York, commencing by a junction with the North-Eastern Railway (Northallerton and Hawes branch), at the eastern end of the bridge which carries the said branch railway over the road leading from Stoop House to that railway, and terminating by a junction with the said intended Railway No. 2, in a field numbered 282 on the Ordnance Map of that parish (scale $\frac{1}{2500}$), at a point distant 100 yards or thereabouts from the western boundary and

2 yards or thereabouts from the northern boundary of that field.

Railway No. 4.—Situates wholly in the parish of Constable Burton, in the rural district of Leyburn, in the North Riding of the county of York, commencing by a junction with the said intended Railway No. 1 at the termination thereof before described, and terminating by a junction with the North-Eastern Railway (Northallerton and Hawes Branch) at the accommodation bridge under the said Branch Railway near Middlefield House, connecting fields numbered 297 and 342 on the Ordnance Map of that parish (scale $\frac{1}{2500}$).

To deviate laterally and vertically from the lines and levels of the said intended railways and works, or either of them, to such extent as may be defined on the plans and sections to be deposited, as hereinafter mentioned, or as may be provided by the intended Act.

To purchase and take, by compulsion or agreement, lands, houses, hereditaments, and other property, for the purposes of the intended railways and works, and to acquire and take by compulsion or agreement, easements or other rights or interests, in, over or affecting lands, houses, tenements, hereditaments and other property; and, notwithstanding the 92nd section of the Lands Clauses Consolidation Act, 1845, to enable the Company to take part only of any house, building, manufactory or premises, without being required to purchase the whole or any greater part thereof than may be necessary for the purposes of the intended Act; and to vary or extinguish all rights and privileges connected with such lands, houses, buildings, manufactories and property, or such parts thereof as aforesaid.

To take for or in connection with the aforesaid railways certain common or commonable lands, of which the following are the particulars, viz:—

Number of Railway.	Parish.	Name by which Lands are known.	Estimated Quantity to be taken.
Number 1 - - -	Carlton Highdale - - -	Woodale Bents - - -	5 acres.
Number 1 - - -	Carlton Highdale - - -	Bradley Bents - - -	5 acres.
Number 1 - - -	Middleham - - -	Middleham Low Moor - - -	4 acres.

To authorize the Company to break up, cross, divert, alter or stop up, close for traffic, alter, remove, or otherwise interfere with, either permanently or temporarily, all roads, highways, streets, footpaths, or places, pipes, sewers, rivers, streams, canals, watercourses, bridges, railways and telegraphic and telephonic apparatus as it may be necessary to interfere with, in constructing, working or maintaining the intended railways, or any of them respectively.

To authorize the Company to levy tolls, rates and charges in respect of the intended railways and works or any of them, and to confer exemptions from the payment of tolls, rates, fares and charges, and to confer, vary or extinguish other rights and privileges.

To empower the Company to divide any shares in their capital into "preferred half shares" and "deferred half shares," and to provide for the payment of dividends on the preferred half shares in priority to dividends

on the deferred half shares, and to make all necessary and proper provision for the division of shares, the registration of half shares, and with respect to the liability thereon, the right of voting at meetings and the qualifications and privileges to be attached to such half shares.

To authorize the Company, notwithstanding anything in the Companies Clauses Consolidation Act, 1845, contained, to pay out of the capital or funds of the Company interest or dividends on any shares or stocks of the Company for such period during the construction of the railways as may be authorized by the intended Act.

To empower the Company on the one hand and the Midland Railway Company, the North-Eastern Railway Company, and the Yorkshire Dales Railway Company, or any one or more of those Companies on the other hand, from time to time to enter into and carry into