

and privileges of the Company with reference thereto or otherwise.

To incorporate with the Bill and to re-enact, subject to such variations, modifications, and exceptions as may be thereby prescribed, all or some of the provisions of The Companies Clauses Consolidation Act, 1845, The Companies Clauses Consolidation (Scotland) Act, 1845, The Companies Clauses Act, 1863, The Lands Clauses Consolidation Act, 1845, The Lands Clauses Consolidation (Scotland) Act, 1845, The Lands Clauses Consolidation Acts Amendment Act, 1860, The Railways Clauses Consolidation Act, 1845, The Railways Clauses Consolidation (Scotland) Act, 1845, The Railways Clauses Act, 1863, The Railway Companies Powers Act, 1864, The Railway Construction Facilities Act, 1864, The Railway Companies Act, 1867, The Railway Companies (Scotland) Act, 1867, The Regulation of Railways Act, 1868, The Harbours, Docks, and Piers Clauses Act, 1847, The Improvement of Land Act, 1864, and any other Acts relating to or affecting the objects and purposes of the Bill.

The Bill will vary and extinguish all rights and privileges in any manner connected with the lands, houses, and other property to be purchased and acquired by or charged or otherwise affected under the powers thereof, or which would in any manner impede or interfere with its objects and purposes, and will confer other rights and privileges, and will contain all such other provisions and confer upon the Company all powers, rights, and privileges which may be incidental to or necessary or desirable for carrying those objects and purposes into complete and full effect; and will alter, amend, or repeal, so far as may be necessary, all or any Acts relating to or affecting the objects and purposes aforesaid, or any of them.

And Notice is Hereby Further Given, That printed copies of the Bill will be deposited in the Private Bill-office of the House of Commons on or before the 23d day of December next.

Dated this eighteenth day of November, 1868.

H. TOOGOOD,
16, Parliament Street, Westminster.

NORTH EASTERN RAILWAY.

Deviation and Abandonment of part of authorised Gilling and Pickering Railway, and of part of Port Clarence Branch—Extension of time as to other authorised Railways—Alteration of Middlesbrough Dock Tolls—Further powers for recovery of Tolls, and Bye-Laws for Newcastle High Level Bridge Roadway—Further provisions with reference to Wearmouth and Hartlepool Docks—Amendment of Acts, and other purposes.

NOTICE is Hereby Given, that application is intended to be made to Parliament in the next Session by The North Eastern Railway Company (hereinafter called "the Company") for an Act for the following purposes, or some of them, that is to say:—

To authorise the Company to make and maintain the Railways following, with all proper stations, works, conveniences and approaches connected therewith (that is to say):—

First. A railway (being a deviation of a portion of the railway authorized to be constructed by "The North Eastern Railway Company's (Gilling and Pickering Branch) Act, 1866," which

authorized railway is hereinafter called the Gilling and Pickering Railway,) commencing in the township and parish of Helmsley, in the North Riding of the county of York, by a junction with the said Gilling and Pickering Railway, in a field belonging to The Earl of Feversham and occupied by John Ness, and at a point in the footpath through that field from Ryegate in Helmsley, about 396 yards, measured along that footpath, from and east of the gate called Coalgap Gate, at the east end of Ryegate aforesaid, thence passing from, through, into, and in the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say:—Helmsley, Harome, Sproxton, Rieveaulx, Pockley, Beadlam, Nawton, Kirkdale, Ryedale, Wombledon, Skiplam, Welburn, Welburn and Skiplam, Fadmoor, Gilla-moor, Sunley Court, Muscoates, Kirkby Moorside, Keldholme, Sinnington, Little Edston, Edston, Great Edston, Appleton-le-Moor, Lastingham, Hutton-le-Hole, Middleton, Wrelton, Aislaby, Rosedale West, Spaunton, Cropton, Marton, Normanby, Thornton-Riseborough, and Pickering, all in the said North-Riding, and terminating in the township and parish of Pickering, in the same riding, by a junction with the Whitby and Pickering Branch of the North Eastern Railway, at a point thereon about 66 yards south of where the road called Paper Mill Lane crosses that branch on the level.

Secondly. A railway (being in substitution for the portion of the Port Clarence Branch hereinafter described and intended to be abandoned) commencing in the Township and Parish of Billingham, in the county of Durham, by a junction with the Port Clarence Branch of the North Eastern Railway, at a point thereon about 155 yards eastwards of the east end of the Port Clarence Passenger Station on that branch, and on the eastern side of the bridge now being constructed thereunder, thence passing from, through, into, and in the several Parishes, Townships, and extra-parochial or other places following, or some of them, that is to say, Billingham, Haverton Hill, and Cowpen Bewley, all in the county of Durham, and terminating in the Township of Cowpen Bewley and Parish of Billingham, in that county, at a point on the east side or edge of the Salt Grass of Samphire Batts, about 76 chains from the farm-house called Salt Holme occupied by Christopher Harker, measured therefrom in a south-easterly direction.

To authorise the Company to abandon the construction of so much of the said Gilling and Pickering Railway as lies between the commencement of the intended railway first hereinbefore described, and the authorised termination of the said Gilling and Pickering Railway, in the Township and Parish of Pickering aforesaid.

To authorise the Company to abandon and discontinue the maintenance of so much of their Port Clarence Branch Railway in the Township of Cowpen Bewley and Parish of Billingham aforesaid, as lies between a point about 515 yards from and eastwards of the commencement of the intended railway secondly hereinbefore described, and the termination of that branch, and either to retain for the purposes of the Company, or to sell the lands over which the portion of railway to be abandoned has been constructed, and any lands of the Company adjoining or near thereto which may not be required by them.

To extend the time limited by "The North Eastern Railway Company's (Leeds and Wetherby