

parochial and other places of Saint Andrew Auckland, Brancepeth, Willington, Byers Green, Whitworth, Newton Cap, Hunwick and Helmington, New Field, and Old Park, all in the county of Durham, and terminating by a junction with the Byers Green Branch Railway, belonging to the West Hartlepool Harbour and Railway Company, at or near a point in the parish or parochial chapelry of Whitworth, in the township of Whitworth, in the county of Durham, two hundred yards or thereabouts south-east of a dwelling house belonging to the Weardale Iron Company, and in the occupation of William Johnson.

Fourteenthly. A branch railway, commencing from and out of the railway firstly described, at or near the western end of a field in the township of Bishop Auckland, and parish of Saint Andrew Auckland, in the county of Durham, belonging to Richard Danvers Ward and others, and occupied by John Proud, and called or known as Bellerbys' Bower, and thence passing in, through, or into the parish of Saint Andrew Auckland, and township of Pollard's Lands, terminating by a junction with the Stockton and Darlington Railway, in the township of Bishop-Auckland, and in the parish of Saint Andrew Auckland, in the county of Durham, at or near a point where the public road leading from Bishop-Auckland to Etherley, is carried by a bridge over the Stockton and Darlington Railway.

And it is proposed by the said Bill to take powers to construct stations, booking offices, communications, sidings, watering places, staiths, spouts, shipping places, works, and other conveniences connected with the said intended railways, in the several parishes, townships, chapelries, and extra-parochial and other places before mentioned, or some of them, for working and using the intended railways; and also to authorize and regulate the proposed junctions with the Newcastle-upon-Tyne and Carlisle Railway, the Stockton and Darlington Railway, the North-Eastern Railway, the South Durham and Lancashire Union Railway, and the Railway of the West Hartlepool Harbour and Railway Company, respectively; and also any other junctions which may be required with the said railways, or either of them, at the commencement or termination of the said intended railways, and the construction of any works in and upon property belonging to the respective Companies owning those railways respectively, or to the lessees of those railways respectively, or any other railway company in the several parishes, townships, chapelries, extra-parochial and other places aforesaid. To make lateral deviations in constructing the said proposed railways and works, from the lines laid down on the plans thereof, to be deposited as after mentioned, to such an extent as shall be defined upon the said plans, or authorized by the said Bill.

To purchase, compulsorily or otherwise, the lands and houses, and other property, rights and interests required for the purposes of the said railways and works so intended to be authorized as aforesaid, and for other the purposes of the said Act, and to vary or extinguish all or any rights and privileges in any manner connected with the said lands, houses and other property, or with any railway or bridge, or station, public or other street, or other works interfered with by the said intended railways or works, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railways and works, or any of them, or other the purposes of the intended Act.

To levy tolls, rates, charges, and duties for or in respect of the use of the said intended railways and works, and of the carriages and engines used thereon; to alter existing tolls, rates, charges and duties; to grant, confer, vary and extinguish

exemptions from payment of tolls, rates, charges and duties, and to confer, vary and extinguish other rights and privileges; and to raise money on the credit of the said tolls, rates, charges and duties, or otherwise, for the purposes of the said undertaking.

To alter, cross on the level, or over, or under, or otherwise vary, stop up, and divert, whether temporarily or permanently, all or any turnpike and other roads, highways, railways, tramways, streets, thoroughfares, aqueducts, canals, streams, rivers, waters, mill dams, drains, pipes, sewers and water courses, and other works situated within, or adjoining, or near to the aforesaid parishes, townships, chapelries, and extra-parochial or other places, or any of them, which it may be necessary to cross or interfere with in the construction or use of the said intended railways and works, or any or either of them.

To create a joint stock, or capital, for the purpose of carrying the said undertaking into effect, and to confer on the said intended Company, and make applicable to the objects of the said Bill, all or some of the powers and provisions of "The Companies' Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" "The Railways Clauses Consolidation Act, 1845;" "The Railways Companies' Arbitration Act, 1859;" and all other statutes, powers, and provisions necessary for the purposes, to be authorized by the said intended Bill.

To enable the said intended company, and the Lancaster and Carlisle Railway Company, and the London and North-Western Railway Company, and the North British Railway Company, or any or either of those Companies, to enter into, make, and carry into effect such agreements, and upon such terms and conditions as they may think fit, in respect of the running over, working, and use, by the Lancaster and Carlisle Railway Company, and the London and North-Western Railway Company, and the North British Railway Company, or any or either of those companies, of the said intended railways and other works, and any railways, stations, works, and other conveniences, run over, or worked, or used by the said intended company; and the regulation and management by such companies, or either of them, or otherwise, of the traffic upon or over the said intended railways and works, or any part or parts thereof; and any railways, stations, works, and other conveniences so run over, or worked, or used as aforesaid, and the payment, and also the division and apportionment between or amongst the Companies who shall be parties to any such agreement, or either of them, of the costs, charges and expenses of such use and working and management, and of the tolls, rates, and duties received in respect of such traffic.

To enable the said intended company, and the Lancaster and Carlisle Railway Company, and the London and North-Western Railway Company, and the North British Railway Company, or any one or more of them, to enter into arrangements and agreements with the Newcastle-upon-Tyne and Carlisle Railway Company, and the Stockton and Darlington Railway Company, and the North-Eastern Railway Company, and the South Durham and Lancashire Union Railway Company, and the Eden Valley Railway Company, and the West Hartlepool Harbour and Railway Company respectively, or any one or more of them, with respect to the construction, maintenance, and use or joint or separate stations, sidings and necessary works connected therewith, at or near the said junctions with the said existing railways respectively, or at any town or station near any such junctions; and as to the cost of constructing and