

Tyne Railway, towards the south-east, from a point on the said main line distant 14 chains or thereabouts from the junction of the before-mentioned private branch railway with the said main line, measured along such main line towards Blyth.

To abandon the Blyth Harbour Branch, authorised to be made by "The Blyth and Tyne Railway Amendment Act, 1857," and secondly described in section 7 of that Act, and to authorise the re-sale of lands, and the variation or extinguishment of any rights, privileges, powers, or obligations in relation thereto.

To authorise the compulsory purchase of lands and houses required for the purposes of the intended railways and other works, and to authorise the Company to levy rates, tolls, and duties for the use of the said railways and other works.

To extend the time limited for the completion of the works of the Warkworth Extension Railway, authorised to be made by "The Blyth and Tyne Railway Amendment Act, 1857," and first described in section 7 of that Act, so far as relates to the portion of that extension between Hirst and the authorised termination of that extension railway in or near Warkworth Harbour, in the township of Amble, and parish of Warkworth.

To extend the time limited by "The Blyth and Tyne Railway Amendment Act, 1861," for the compulsory purchase of the lands and houses authorised to be taken by that Act, for the several railways and the works connected therewith, hereinafter more particularly described; and also the time limited by such Act for the completion of such several railways and the works connected therewith respectively, or any of them, that is to say—The railway known as the Walbottle Branch, being the railway thirdly described in the seventh section of that Act, and therein authorised to commence in the township of South Gosforth, in the parish of Saint Nicholas, and to terminate at or near the stream or rivulet called the Ouseburn, in the township of Butterlaw, and parish of Newburn, in the county of Northumberland; also the railway fourthly described in the said seventh section of the said Act, and therein authorised to commence by a junction with the authorised line of the Warkworth Extension of the Blyth and Tyne Railway, in the township of Bothal demesne, in the parish of Bothal, and to terminate in the village of Newbiggin-by-the-sea, in the township of Newbiggin, and parish of Woodhorn, all in the county of Northumberland; also the railway fifthly described in the said seventh section of the said Act, and therein authorised to commence by a junction with the Tyne-mouth Extension of the Blyth and Tyne Railway, in the township of Tynemouth, in the parish of Tynemouth, in the county of Northumberland, and to terminate in an intended dock, proposed to be constructed by the River Tyne Improvement Commissioners, in the said township of Tynemouth, and parish of Tynemouth, in the said county of Northumberland, and Saint Nicholas, in the borough and county of Newcastle-upon-Tyne, or one of them.

To authorize agreements or arrangements between the Company and the intended Blyth Dock Company with reference to the dock and works called the Blyth Dock, and to authorize the Company to subscribe or contribute towards that dock, or advance money upon mortgage or bond, or to guarantee the principal and interest of any moneys to be advanced for or towards the construction of such dock, or otherwise to aid or contribute towards that construction, on such terms and conditions and subject to such arrangements with regard to the security of the money contributed or guaranteed, the construction or use of the docks, the levying or apportionment of rates and duties, or otherwise, as

may be agreed upon between the Company and the said intended Blyth Dock Company.

To authorize agreements or arrangements between the Company and the intended South Northumberland Railway Company, whose intended railway is proposed to join the Walbottle Branch of the Blyth and Tyne Railway at or near to Kenton Bankfoot, and to authorize the Company to subscribe or contribute towards such intended South Northumberland Railway, or advance money upon mortgage or bond, or to guarantee the principal and interest of any moneys to be advanced for or towards the construction of such last-mentioned railway, or otherwise to aid or contribute towards that construction, on such terms and conditions, and subject to such arrangements with regard to the security of the money contributed or guaranteed, the construction or use of the railway, the levying or apportionment of rates and duties, or otherwise, as may be agreed upon between the Company and the said intended South Northumberland Railway Company.

To require the said intended South Northumberland Railway Company to receive, book, and invoice through, forward, accommodate, and deliver at, to, or from all or any of the various stations to be constructed on their line, and at the warehouses and booking-offices thereof, all traffic, of whatever description, coming from or destined for the undertaking of the said Blyth and Tyne Railway Company, and to provide accommodation for the clerks and servants of the Company, or persons at the said stations respectively; and to afford all other facilities for the traffic to and from the intended railways, and for the passage of their carriages and waggons, upon such terms and conditions as may be agreed upon, or failing such agreement, as shall be settled by arbitration, or as may be defined by the Bill; and, if need be, to alter the tolls and charges which the said Companies may respectively receive and take upon their respective undertakings, and to confer exemptions from such tolls and charges.

To confirm any agreement between the Company and the Blyth Harbour and Dock Company, or between the Company and the intended Dock Company at Blyth, or between the Company and the said intended South Northumberland Railway Company.

To authorize the Company to raise additional money by the creation and issue of new shares or stock in the capital of the Company, and to attach, if they think fit, a preference or priority in payment of dividend over the ordinary capital of the Company, to the new shares or stock so created and issued, or such other privileges or advantages, or subject to such conditions as may be authorized by the Bill, and to authorize the Company to raise further sums of money on mortgage or by bond or debenture stock, and to make other arrangements with reference to the share and loan capital of the Company, or the augmentation thereof, and to authorize the application of any capital or money which can be raised under the powers of the existing Acts to any of the objects of the Bill.

To alter, amend, enlarge, or repeal some of the powers and provisions of "The Blyth and Tyne Railway (Consolidation and Extensions) Act, 1854;" "The Blyth and Tyne Railway Amendment Act, 1857;" "The Blyth Harbour and Dock Acts, 1858 and 1860;" and "The Tyne Improvement Act, 1861;" to alter rates, tolls, and duties authorized to be taken by the said Acts or any of them; to confer, vary, or extinguish exemptions from such rates, tolls, and duties, and to vary and extinguish all rights and privileges which will interfere with the objects of the Bill.

To incorporate with the Bill all or some of the provisions of "The Lands Clauses Consolidation