

tain 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 authorised to be constructed by “The North-Eastern Railway Company’s (Gilling and Pickering Branch) Act, 1866,” which authorised 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, Gillamoor, Sunley Court, Muscoates, Kirkby Moorside, Keldholme, Sinnington, Little Edston, Edston, Great Edston, Appleton-le-Moor, Lastingham, Hutton-le-Hole, Middleton, Wrelon, 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 farmhouse 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 Branch) Act, 1866,” for the compulsory purchase of lands for, and for the completion of, the railway and works thereby authorised.

To extend the time limited by “The North-Eastern Railway Company’s (Yorkshire Lines) Act, 1866,” for the compulsory purchase of lands for, and for the completion of, the railways described in and authorised by that Act, and therein numbered 1 and 2, and the works connected therewith, being respectively the railway between the Company’s York and Knaresborough and Boroughbridge Branches, and the railway between their Thirsk and Malton and Boroughbridge Branches.

To authorise the crossing on the level, or over, or under, and the diverting, altering, or stopping up, whether temporarily or permanently, of all such turnpike roads, parish roads, highways, streets, and other roads, rivers, streams, canals, navigations, railways, tramroads, bridges, and other works within such of the parishes, townships, and extra-parochial or other places aforesaid as it may be necessary to pass across, or over, or under, or to divert, alter, or stop up, or interfere with for the purposes of the proposed railways and works, or any of them, and to appropriate the sites thereof respectively to the use of the Company and purposes of their undertaking.

To authorise the Company to purchase, by compulsion or otherwise, all or any of the lands and houses situate in the before-mentioned parishes, townships, extra-parochial and other places, and delineated on the plans to be deposited as herein-after mentioned, and any other lands and houses which may be required for the purposes of the proposed railways and works, or for extraordinary purposes connected therewith.

To alter, vary, or extinguish all existing rights, privileges, and exemptions connected with such lands and houses, or which would in any manner impede or interfere with the construction, maintenance, and use of the proposed railways and works, and to confer, vary, alter, or extinguish other rights, privileges, and exemptions.

To levy tolls, rates, and duties, for or in respect of the use of the proposed railways and works, and for the conveyance of traffic thereon, and to alter existing tolls, rates, and duties, and to confer, vary, or extinguish such exemptions from the payment of such existing and proposed tolls, rates, and duties, as may be thought expedient.

To authorise the Company to apply to the purposes of the intended Act any moneys which they have raised, or are authorised to raise, under their other Acts of Parliament.

To extend and apply to the Company’s Wearmouth Dock, and the tidal basins, quays, works, and conveniences connected therewith, and also to the harbour, docks, quays, shipping places, and undertaking of the Company at Hartlepool, vested in them by “The North-Eastern Railway Company’s (Hartlepool Dock and Railway Amalgamation) Act, 1857,” the provisions of “The Harbours, Docks, and Piers Clauses Act, 1847,” with respect to the collection and recovery of rates; the appointment of harbour masters, dock-masters, and pier-masters, and their duties; the discharging of vessels, and the removal of the goods; the protection of the harbour, dock, and pier, and the vessels therein, from fire or other injury; the police of the harbour, dock, and pier; the by-laws to be made by the undertakers; and the recovery of damages not specially provided for, and of penalties, and to the determination of any other matter referred to justices or the sheriff, and any