

and to confer upon them the following or some of the following, among other powers:

1. To make and maintain the following Railways, with all necessary works, stations, approaches, junctions, and conveniences connected therewith respectively (that is to say):

Railway (No. 1) to commence by a junction with the Blyth and Tyne Railway at or near a certain point thereon where the said railway crosses a certain lane called Turpin's-lane, situate in the township of Monk Seaton, in the parish of Tynemouth, to pass thence through or into the following parishes, townships, and places, or some of them, that is to say, Monk Seaton, Whitley, Cullercoats, Tynemouth, North Shields, Preston, and Ohirton, all in the county of Northumberland, and to terminate in the township and parish of Tynemouth, near and on the eastern side of a farmhouse or tenement called Brock farm or house.

Railway (No. 2) (to be wholly situate in the said parish of Tynemouth) to commence by a junction with the Tynemouth Extension of the Blyth and Tyne Railway, at or near a certain mile post thereon, denoting the distance of half a mile from Tynemouth, and 11 miles from Newcastle-upon-Tyne, and to terminate by a junction with Railway (No. 1) in a certain field in the occupation of Mary Turnbull, bounded on the east and south sides by the public road leading from Tynemouth to Marden, and on the west side by an occupation road leading from Monkhouse to the said public road, and on the north side by lands belonging to his Grace the Duke of Northumberland, and occupied by John Wilson.

Railway (No. 3) to commence by a junction with Railway No. 1 at or near a certain point in the township of Monk Seaton aforesaid, on the road or lane leading from Monk Seaton to Whitley, called Seaside-lane, distant  $1\frac{1}{2}$  furlongs, or thereabouts, from the point where the said Tynemouth extension railway crosses the said Seaside road or lane, measured towards Whitley aforesaid, and terminating by a junction with the said Tynemouth extension railway at or near a certain mile post thereon in the said township of Monk Seaton, indicating the distance to be 3 miles from Tynemouth and 7 miles from Blyth, and which said Railway No. 3 passes through or into the following parishes, townships and places, or some of them, that is to say, Monk Seaton, Tynemouth, and Whitley.

2. To abandon so much of the said Tynemouth extension as lies between the junction with Railway No. 2 aforesaid and Whitley station, and also so much of the said Tynemouth extension as lies between Whitley station and the junction of Railway No. 3.

3. To abandon so much of the Blyth and Tyne Railway between Whitley station and Backworth station as lies between Whitley station and the commencement of Railway No. 1.

4. To abandon the construction of the railway authorised by "The Blyth and Tyne Railway Act, 1867," and therein referred to as "The North Shields Branch."

5. To authorise the Company to complete and maintain the Newbiggin Branch Railway (being a branch railway also authorised by the said Act of 1867) in the line and course and in the manner in which such branch is in course of construction, and to authorise therefore a deviation of the said branch railway as authorised, and which deviation commences by a junction with the Warkworth Extension Line of the Company in the township of Bothal Demesne, in the parish of Bothal, at the point marked 5 furlongs upon the

deposited plans of the said Extension Railway referred to in the said Act, passes thence through or into the several parishes, townships, and places of Bothal Demesne, Bothal, Ashington, Sheepwash, Hirst, otherwise Hurst, Woodhorn, Woodhorn Demesne, North Seaton, and Newbiggin, all in the said county of Northumberland, and terminates in the said township of Newbiggin, on the north-west side of the main road or street of Newbiggin, in a field formerly the property of William Dent Dent, Esquire, but now the property of the Company.

6. To abandon the said Newbiggin Branch, as the same was authorised by the said Act of 1867.

7. To extend and revive the powers conferred upon the Company by the tenth section of "The Blyth and Tyne Railway Act, 1867," as to the purchase of the fee simple of part of the lands on which the Blyth and Tyne Railway has been constructed.

8. To make and maintain a dock or shipping places, with all proper entrances, cuts, locks, basins, gates, sluices, piers, jetties, staiths, quays, wharfs, tramways, sheds, warehouses, cranes, bridges, roads, approaches and other works and conveniences connected therewith.

The said dock or shipping places and other works, will be wholly situate in the township of Cowpen, in the chapelry of Horton, in the parish of Woodhorn, in the county of Northumberland, and will be constructed upon land for the most part belonging to the Croft trustees and the trustees of the late Joseph Hodgson, and occupied by Robert Simpson, the Blyth Harbour and Dock Company, Joseph Hall, George Robinson's executors, John Bryden, Joseph Hodgson, the lessees of Cowpen Colliery, and others, and lying upon the southern bank of the River Blyth, and between it and the road leading from the west end of Hodgson's-lane to or near a row of pitmen's cottages, called the Old New Row, and that portion of the Blyth and Tyne Railway between the said row of cottages and Keelman's-row, such lands being bounded on the north-west by Hodgson's-lane aforesaid, and the entrance to the dock or shipping places from the river will be about 5 chains long or thereabouts, and will be situate on the southern shore of the said river between the glass works of the Blyth Glass Company and a ship-building yard called the Union Dock.

9. To make and maintain a railway (No. 4), to be wholly situate in the said township of Cowpen and chapelry of Horton, in the said parish of Woodhorn, to commence by a junction with the main line of the Blyth and Tyne Railway, at a certain point thereon 2 furlongs or thereabouts from the junction therewith of the private railway leading from the Isabella Pit of the Cowpen Colliery, measured in a direction towards Blyth, and to terminate at or near a certain public road leading from Keelman's-row to Crofton Mill, at a point thereon 6 chains or thereabouts, measured along the said road, from the north end of Keelman's-row, in the direction of Crofton Mill, aforesaid.

10. To abandon the maintenance of the whole or part of that portion of the present Blyth and Tyne Railway and approaches thereto, situate between a place called Keelman's-row, in the said township of Cowpen, and the shipping places of the said railway, on the southern shore of the River Blyth, in the township of Cowpen aforesaid, and in the township of Newsham and South Blyth, in the parish of Earsdon.

11. To relieve the Company from all obligations or liabilities in respect of the railways and portions of railway sought to be abandoned, and