

carriages, and wagons, officers and servants, and for the purposes of their traffic of every description, the private railways belonging or reputed to belong to John Thomas Wharton, from the junction therewith of the intended deviation railway to the junction of that private railway with the North Eastern Railway, together with all roads, points, signals, water, standing room for engines, sidings, junctions, machinery, works, and conveniences of or connected with the said private railway.

To empower the Company to increase their capital and to raise further sums of money for the purposes of their Undertaking by the creation and issue of new shares or stock, with or without a guaranteed or preference dividend, or other rights or privileges attached thereto, and by the creation and issue of debenture stock, or by borrowing, in such manner and at such times as may be prescribed by the Bill.

To prescribe and define the priorities of any new shares, or stock, or debenture stock, or mortgages, to be created under the authority of the intended Act, and to vary or alter the priorities, rights, powers, and privileges of the holders of the Company's existing shares and stocks, with such consents (if any), and on and subject to such terms and conditions as may be prescribed or authorised by the intended Act, and to confer, vary, or extinguish other rights and privileges with regard to the existing capital, shares, and stock of the Company, and the further and additional capital, shares, and stock authorised to be created by the Act of 1873, and to be authorised by the intended Act.

To empower the Company to create and issue debenture stock, and borrow in respect of the capital authorised to be created and issued by the Act of 1873, at such times and in such proportions as may be defined by the Bill.

The Bill will vary or extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself the necessary provisions of the Companies Clauses Acts, 1845, 1863, and 1869; the Lands Clauses Consolidation Acts, 1845, 1860, and 1869; the Railway Clauses Consolidation Act, 1845; and the Railways Clauses Act, 1863, some or one of them.

So far as it may be necessary for all or any of the purposes of the intended Act, it is intended if need be, to alter, extend, amend, or repeal all or some of the powers and provisions of the following Acts, viz.: The Cleveland Extension Mineral Railway Act, 1873, the Cleveland Mineral Railway Act, 1878, the Cleveland Mineral Railway Act, 1881, and any other Act or Acts relating to or affecting the Company.

Duplicate plans and sections describing the lines, situations, and levels of the deviation railway and other works to be authorised by the intended Act, and the lands, houses, and other property in, or through which, they will be made and maintained, or which will or may be taken or interfered with under the powers of the Bill, with books of reference to the said plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and other property, an ordnance or published map, with the line of the intended deviation railway delineated thereon, and a copy of this Notice as published in the London Gazette will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the North Riding of the county of York, at his office at Northallerton, and on or before the same day a copy of so much of the plans, sections, and book of reference as relates to each parish in or through

which the deviation railway and other works are to be made or maintained, or in which any lands, houses or other property, which will or may be taken under the powers of the Bill, are situate, and a copy of this Notice will be deposited for public inspection with the parish clerk of each such parish at his residence.

Printed copies of the Bill will, on or before the 21st day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 14th day of November, 1883.

*Sutton and Ommanney*, 3 and 4, Great Winchester-street, London, E.C., Solicitors for the Bill.

*Wyatt, Hoskins, and Hooker*, 28, Parliament-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1884.

Scarborough and Whitby Railway Company. (New Brauch Railway to Scarborough Harbour; Power to take Lands and Houses compulsorily, and to take part only of any property; Tolls; Powers to Corporation of Scarborough and Scarborough Harbour Commissioners to subscribe; Agreements with those Bodies; Working and other Agreements with, and Power to use Railways of, other Railway Companies; Power to Company to lay down Rails in public streets and upon the Quays and Piers of the Harbour Commissioners; Additional Capital and Special Provisions with respect to Capital and Revenue; Payment of Interest out of Capital; Confirming Construction of a certain Bridge; Amendment of Acts; and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament next Session by the Scarborough and Whitby Railway Company (hereinafter called "the Company") for leave to bring in a Bill for the following, or some of the following purposes, namely:—

1. To empower the Company to make and maintain the railway hereinafter described, with all necessary stations, junctions, approaches, sidings, works, and conveniences connected therewith (that is to say):—

A railway commencing in the township of Newby, in the parish of Scalby, by a junction with the Company's authorised line of railway at a point 30 yards, or thereabouts, measured in a northerly direction from the point where Peasholme Beck crosses that railway, and 50 yards, or thereabouts, measured in a westerly direction from the south-western corner of the wall of Scarborough Cemetery, and terminating in the township and parish of Scarborough, on and at a point 10 yards, or thereabouts, from the south-easterly end of the West Pier of Old Scarborough Harbour; all which said railway and works will pass from, in, through, or into the township of Newby, in the parish of Scalby, and the townships of Falsgrave and Scarborough, in the parish and borough of Scarborough, all in the North Riding of the county of York, and are hereinafter referred to as "the intended railway."

2. To empower the Company, so far as may be deemed necessary or expedient for the purposes of the Bill, to purchase and take by compulsion or agreement lands, houses, and other property, and to take part only of any property without being required to take the whole, and to vary or extinguish any existing rights and privileges connected therewith; and to deviate laterally and vertically from the line and levels of the intended railway and works as shown on the deposited plans and sections; and to cross, raise, lower, alter, stop