

and terminating in the township of Great Driffield, in the parish of Driffield, by a junction with the Malton and Driffield branch of the North-Eastern Railway at a point thereon about 300 yards, measured eastwards, from the bridge carrying that railway over Driffield Beck.

Railway No. 10.—A railway commencing at the termination of Railway No. 2, and terminating in the township of Market Weighton and Arras in the parish of Market Weighton by a junction with the Market Weighton and Beverley Railway of the North Eastern Railway Company at a point about 320 yards, measured north-eastwards, from the booking office of the Market Weighton Railway passenger station.

Railway No. 11.—A railway commencing at the termination of Railway No. 3, and terminating in the township and parish of Easttrington by a junction with the Hull, Barnsley, and West Riding Junction Railway at a point about 280 yards, measured in an easterly direction, from the Carr-lane level crossing on that railway.

The said intended railways will be made or pass from, in, through, or into the following parishes, townships, extra-parochial, and other places, or some or one of them, that is to say:—Scarborough, Falsgrave, Seamer, Cayton, and Osgodby, in the North Riding of the county of York, and Folkton, Hunmanby, Fordon, North Burton, Wold-Newton, Thwing, Octon, Thwing-and-Octon, Foxholes, Boythorpe, Foxholes-and-Boythorpe, Butterwick, Weaverthorpe, Helperthorpe, Rudston, Kilham, Harpham, Burton Agnes, Ruston-parva, Nafferton, Driffield, Great Driffield, Little Driffield, Kelleythorpe, Emswell-with-Kelleythorpe, Eastburn, Southburn, Kirkburn, Sunderlandwick, Neswick, Bainton, Hutton Cranswick, Bracken, Watton, Kilnwick-juxta-Watton, Middleton-on-the-Wolds, Lund, Holme-on-the-Wolds, Goodmanham, Londesborough, Easthorpe, Londesborough-and-Easthorpe, Market-Weighton, Market-Weighton and Arras, Northcliff, Sancton - and - Houghton, Sancton, North Cave, Southcliff, Holme-on-Spalding-Moor, Yokefeet, Howden, Metham, Owsthorpe, Hive, Gilberdike, Bellasize, Newland, Easttrington, Portington, Caville, Skelton, Barnby-on-the-Marsh, Thorpe, Belby, Kilpin, Balkholme, Howden, Knedlington, and Asselby, in the East Riding of the county of York.

2. To authorise the Company to deviate laterally from the lines of the intended works to the extent shown on the plans hereinafter mentioned, or as may be provided by the Bill, and also to deviate vertically from the levels shown on the sections hereinafter mentioned.

3. To empower the Company to cross, open, or break-up, divert, alter, raise, lower, stop-up, or otherwise interfere with, whether temporarily or permanently, all such turnpike and other roads, lanes, highways, streets, footpaths, pipes, sewers, canals, towing-paths, navigations, rivers, streams, watercourses, bridges, railways, railway-sidings, tramways, gas, water, and other pipes, and telegraphic, telephonic, and electric pipes, wires, and apparatus within the parishes, townships, extra-parochial and other places aforesaid, or any of them, as it may be necessary or convenient to cross, open, break-up, divert, alter, raise, lower, stop-up, or otherwise interfere with for the purposes of the intended works, or any of them, or of the Bill.

4. To authorise the Company to purchase and take by compulsion, and also by agreement, lands, houses, tenements, and hereditaments for the purposes of the intended railways and works and

of the Bill, and easements or rights in, over, or affecting lands, tenements, and hereditaments, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, tenements, and hereditaments so purchased or taken, and to confer, vary, and extinguish other rights and privileges.

5. To empower the Company to purchase or acquire so much of any property as they may require for the purposes of the Bill without being subject to the liability imposed by the 92nd section of the Lands Clauses Consolidation Act, 1845.

6. To enable the Company to levy tolls, rates, and duties upon or in respect of the intended railways and works, and upon or in respect of the railways, or portions of railway, stations, and works hereinafter mentioned belonging to other railway or other companies, and to alter the tolls, rates, and duties which are now authorised to be taken on or in respect of such railways, or portions of railway, stations, and works, and to confer exemptions from the payment of such tolls, rates, and duties respectively.

7. To empower the Company and any company or person for the time being working or using the railway of the Company, or any part thereof, either by agreement or otherwise, and on such terms and conditions and on payment of such tolls and rates as may be agreed on, or failing agreement, as may be settled by arbitration or provided by the Bill, to run over, work, and use with their engines, carriages, and wagons, officers and servants, whether in charge of engines and trains or for any other purpose whatsoever, and for the purposes of their traffic of every description, the railways or portions of railway following, or some of them, or some part or parts thereof respectively (that is to say):—

(a) So much of the Hull and Bridlington branch of the North Eastern Railway Company as lies between the intended point of junction therewith of Railway No. 8 and the termination of that branch railway at Hull, including that Company's passenger station at Hull and the intervening portion of the Hull and Selby Railway.

(b) So much of the Malton and Driffield branch of the North Eastern Railway as lies between the intended junction therewith of Railway No. 9 and the junction of that branch railway with the Hull and Bridlington Railway.

(c) So much of the Scarborough and Bridlington Railway of the North Eastern Railway Company as lies between the intended junction therewith of Railway No. 7 and Seamer junction, and so much of the York and Scarborough Railway of that Company as lies between Seamer Junction and that Company's Scarborough station, including the use of that station.

(d) The Scarborough and Whitby Railway, including the proposed branch railway to the harbour at Scarborough, and such or such parts of the railways of other Companies as the Scarborough and Whitby Railway Company are or shall be for the time being authorised to run over or use.

(e) So much of the Hull, Barnsley, and West Riding Junction Railway as lies between the intended point of junction therewith of Railway No. 11 at Easttrington and the junction of that railway with the Midland Railway at Cudworth, including the use of the station at Cudworth Junction.

(f) So much of the Whitby, Redcar, and Middlesborough Union Railway of the North Eastern Railway Company as lies between the termination at Whitby of the Scarborough and Whitby Railway and the