

Grange Junction, and any widenings, extensions, or improvements of the said railway, together with the stations, roads, platforms, points, signals, water, watering places, engine sheds, standing room for engines, booking, and other offices, warehouses, sidings, junctions, machinery, works, and conveniences of, or connected with the said railway.

To authorise the Company or the Marquis of Londonderry, or either of them, to convert the said railway of the Marquis of Londonderry, between the proposed junction therewith of Railway No. 4 and the bridge carrying the said railway over the Seaham and Rainton Collieries' Wagonway into a passenger railway, so as to comply with the Board of Trade requirements for a passenger railway, and for making all necessary sidings, works, and conveniences connected therewith, which railway is and will be wholly situate in the township of Dawden and parish of Dalton-le-Dale in the county of Durham.

To authorise agreements between the Company and the Marquis of Londonderry with respect to all or any of the matters aforesaid, and to confirm or give effect to any such agreement which may have been or which may be entered into prior to the passing of the intended Act.

To empower the three Companies, or any of them, to contribute in such proportions as may be agreed upon or provided by the intended Act to the cost of making and maintaining the proposed railways numbered 6, 7, 8, and 9, and of purchasing the lands therefor, or any part thereof, and to enter into and carry into effect any arrangements or agreements with respect to any of the matters aforesaid, and to the construction, working, use, management, and maintenance of the said railways, and to the payment and contribution by and between the three Companies, or any of them, towards the costs, charges, and expenses thereof.

To authorise the Company to abandon and discontinue the maintenance of so much of their Sherburn House and Shincliffe Railway, in the township of Shincliffe and parish of St. Oswald, in the county of Durham, as lies between the point where it crosses the Sherburn House Beck, and the east side of the River Wear, and also their Whitwell Branch Railway, in the townships of Shincliffe and Whitwell House, and parishes of St. Oswald and Pitlington, in the said county of Durham, or any part or parts of such railways, and to make provision for the sale or other disposal of all or any parts of the lands forming the site of such railways, or for the retention thereof by the Company for other purposes of their undertaking; and for the determination of any subsisting leases or agreements relating to such lands upon such terms and conditions as may be prescribed or authorised by the intended Act, and for the apportionment of the rent payable in respect of any of such lands.

To transfer to and vest in, or provide for the transfer to and vesting in the Company of all the powers, rights, and privileges now vested in the Wear Valley Extension Railway Company (hereinafter called "the Wear Valley Company"), and all the lands and other property, real or personal, belonging to the Wear Valley Company and all other their undertaking, and the benefit of all contracts entered into by or with them or on their behalf, and also all duties, debts, and liabilities of the Wear Valley Company, so that the Company may be enabled to act in all respects with reference to the undertaking of the Wear Valley Company, and the construction and maintenance of the railways and works authorised by the Wear Valley Extension Rail-

way Act, 1892, and the purchase of lands for the purposes thereof respectively, and the levying, demanding, and recovering of tolls, rates, and charges in respect of the said undertaking as fully and effectually to all intents and purposes as if the powers contained in the said Act had been originally conferred on the Company, and if thought fit to vary and alter the tolls, rates, and charges now authorised to be levied, demanded, and recovered in respect of the said undertaking, and to dissolve and wind up or make provision for the dissolution and winding up of the Wear Valley Company, and to vary or extinguish the rights and interests of the shareholders in that Company, and to make provision for the release and payment out of the Chancery Division of the High Court of Justice of the sums of money or stock deposited and now remaining in Court in respect of the railways authorised by the said Act.

To authorise the Company to sell and dispose of the Boroughbridge and Ripon Canal, or any part thereof, or to abandon and discontinue the maintenance thereof.

To empower the Company to increase their capital, and to raise further sums of money for all or any of the purposes of the intended Act or any other Act of the same Session, and for the general purposes of the Company by the creation and issue of new shares or stock, with or without a guaranteed or preference dividend, or other rights and privileges attached thereto, and by the creation and issue of debenture stock, and by borrowing, or by any of such means, and also to apply to all or any of such purposes any capital or funds belonging to the Company, or which by any other Act they are or may be authorised to raise.

To empower the Midland Railway Company and the Lancashire and Yorkshire Railway Company respectively to increase their capital and to raise further capital for the purposes of the intended Act in which they are interested by the creation and issue of new shares 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 any of such means, and also to apply to all or any of such purposes any capital or funds belonging to them respectively.

To empower the London and North-Western Railway Company to apply their capital or funds to any of the purposes of the intended Act in which they are interested.

And it is proposed by the said intended Act to amend or repeal all or some of the powers and provisions of the several local and personal Acts following, or some of them (that is to say):—17 and 18 Vict., cap. 211, and all other Acts relating to the Company; 7 and 8 Vict., cap. 18, and all other Acts relating to the Midland Railway Company; 10 and 11 Vict., caps. 163 and 166, and all other Acts relating to the Lancashire and Yorkshire Railway Company; 9 and 10 Vict., cap. 204, and all other Acts relating to the London and North-Western Railway Company; 28 and 29 Vict., cap. 267, and all other Acts relating to the Leeds New Station; 26 and 27 Vict., cap. 66, and all other Acts relating to the Marquis of Londonderry's Railway; 1 Geo. 4, cap. 35, and all other Acts relating to the Boroughbridge and Ripon Canal; the Wear Valley Extension Railway Act, 1892.

And notice is hereby further given that on or before the 30th day of November instant, maps, plans, and sections relating to the objects of the intended Act with a Book of Reference to such plans, and a copy of the notice of the intended