

or nearly opposite to the book stall on the platform of the said station.

(2.) A railway, hereinafter called Railway No. 2, commencing by a junction with the main line of the Caledonian Railway near the southern end of the bridge by which that railway is carried over the River Caldew, and terminating at the point hereinbefore described as the termination of Railway No. 1.

(3.) A railway, hereinafter called Railway No. 3, commencing by a junction with the main line of the Caledonian Railway at the point hereinbefore described as the commencement of Railway No. 2, and terminating at a point about 175 yards, measuring in a south-easterly direction along the line of the Port-Carlisle Canal Branch of the North Eastern Railway, from the centre of the bridge by which that branch is carried over the River Caldew.

(4.) A railway, hereinafter called Railway No. 4, commencing by a junction with the said Port-Carlisle Canal Branch, at a point about 130 yards, measuring in a westerly direction along that branch, from the centre of the bridge by which the London-road is carried over the said branch, and terminating at the point hereinbefore described as the termination of Railway No. 3.

(5.) A railway, hereinafter called Railway No. 5, commencing by a junction with the main line of the Lancaster and Carlisle Railway, at the point hereinbefore described as the commencement of Railway No. 1, and terminating by a junction with Railway No. 4, at a point about 35 yards southward from St. Nicholas Level Crossing, being the place where the Lancaster and Carlisle Railway crosses the said Port-Carlisle Canal Branch on the level.

(6.) A railway, hereinafter called Railway No. 6, commencing by a junction with Railway No. 4, at a point about 17 yards, measuring in a southerly direction along St. Nicholas-road or street from the centre of the bridge by which that road or street is carried over the said Port-Carlisle Canal Branch, and terminating by a junction with Railway No. 1, at or near the southern side of the bridge by which the Lancaster and Carlisle Railway is carried over Crown-street, in Carlisle.

(7.) A railway hereinafter called Railway No. 7, commencing by a junction with Railway No. 1, at a point about 20 yards to the southward of the centre of the bridge by which St. Nicholas-road or street is carried over the Lancaster and Carlisle Railway, and terminating at or near the southern end of the local goods shed of the London and North Western Railway Company, near Crown-street, in Carlisle.

(8.) A railway, hereinafter called Railway No. 8, commencing by a junction with the Maryport and Carlisle Railway, at a point about 120 yards, measuring in a southerly direction along that railway, from the mile-post thereon, indicating a distance of 27 miles from Maryport, and terminating by a junction with Railway No. 1 at the point hereinbefore described as the termination of Railway No. 6.

(9.) A railway, hereinafter called Railway No. 9, commencing by a junction with Railway No. 8, at a point about 50 yards north-westward from the place hereinbefore described as St. Nicholas Level Crossing, and terminating at or near the south-eastern corner of the goods shed of the Maryport and Carlisle Railway Company, near Crown-street, in Carlisle.

(10.) A railway, hereinafter called Railway No. 10, commencing by a junction with the Maryport and Carlisle Railway at the point herein-

before described as the commencement of Railway No. 8, and terminating by a junction with Railway No. 4 at a point about 50 yards westward from the western end of the Maryport and Carlisle Railway Company's engine shed at Carlisle.

(11.) A railway, hereinafter called Railway No. 11, commencing by a junction with Railway No. 10, at a point about 105 yards, measuring in a north-easterly direction along the Maryport and Carlisle Railway, from the post thereon indicating a distance of  $27\frac{1}{4}$  miles from Maryport, and terminating at the point hereinbefore described as the termination of Railway No. 3.

(12.) A railway, hereinafter called Railway No. 12, commencing by a junction with the said Port-Carlisle Canal Branch at or near the eastern side of the bridge by which the said Port-Carlisle Canal Branch is carried over Denton-street, in Carlisle, and terminating at the point hereinbefore described as the termination of Railway No. 3.

(13.) A railway, hereinafter called Railway No. 13, commencing by a junction with the Port-Carlisle Branch of the Caledonian Railway, at a point about 180 yards north-westward from the signal cabin at the junction of the said Port-Carlisle branch with the main line of the Caledonian Railway, and terminating by a junction with Railway No. 3, at a point about 140 yards south-eastward from the southern end of the bridge by which the main line of the Caledonian Railway is carried over the River Caldew.

(14.) A street, commencing by a junction with Mill-street in Carlisle, at a point about 65 yards, measuring in a north-easterly direction along Mill-street, from the chimney in the centre of that street, at its junction with James-street in Carlisle, and terminating by a junction with Water-street in Carlisle, at a point about 35 yards southward from the point where that street is joined by Wood-street in Carlisle.

As also to empower the two Companies, or the Committee, to acquire compulsorily or otherwise, lands, houses, streets, and other property for the purposes of the several railways, streets, and other works hereinbefore mentioned: and also to acquire compulsorily or otherwise, for station purposes, lands, houses, streets, and other property in the city of Carlisle, within the limits hereinbefore described, viz.:—Within an imaginary line commencing near the western end of the street called English Dam Side, and proceeding along that street to Borough-street, thence along Borough-street and Court-square Brow to Court-square, thence along Collier-lane to a point about 20 feet northward from the northern side of Crown-street, thence in a direction parallel with that street to the street called Botchergate, thence in a southerly direction along that street for a distance of about 70 feet, thence in a direction parallel to and about 30 feet southward from the southern side of Crown-street to Lancaster-street, thence south-eastward along Lancaster-street for a distance of about 300 feet, thence in a westerly direction, and at or nearly at right angles to Lancaster-street to a point about 220 feet distant from that street, thence to a point in Mill-street about 130 feet, measuring in a north-easterly direction along that street, from the chimney in the centre of that street at its junction with James-street, thence eastward along Mill-street for a distance of about 100 feet, thence to a point near the north-eastern corner of the Caledonian Railway Company's goods shed on the western side of their main line, and thence to the point above described near the western end of English Dam Side.