

Within, or some of them, and County of Cumberland.

To empower the two Companies, or the Committee, to deviate in the construction of the said several Railways, Street, and other Works, from the lines and levels delineated on the plans and sections to be deposited as hereinafter mentioned, to such an extent as will be defined thereon or provided by the said Bill; and to provide for the maintenance of the said proposed Street by the Mayor, Alderman and Citizens of Carlisle; as also to cross, stop up, appropriate, alter and divert, temporarily or permanently, any turnpike and other roads, streets, lanes, passages, bridges, railways, tramways, canals, streams, water courses, sewers, gas and water pipes, and telegraphic apparatus, in the aforesaid city, borough, parishes, extra-parochial place, and townships, which it may be necessary or expedient to cross, stop up, appropriate, alter or divert for the purposes of the said railways, street, and other works.

To empower the two Companies, or the Committee, for the several purposes aforesaid, to acquire, compulsorily or by agreement, lands, houses, buildings, manufactories, and other property required for the several purposes aforesaid, or any parts thereof, without being obliged to purchase the whole of any house, building, or manufactory; and to vary the provisions contained in section 92 of the Lands Clauses Consolidation Act, 1845, with respect to the liability of the promoters of undertakings to take the whole of a house, building, or manufactory if they take any part thereof, and the provisions contained in the Railways Clauses Consolidation Act, 1845, with respect to the limits of lateral and vertical deviation, and the substitution of roads for roads interfered with.

To provide that so much of the proposed Railway No. 1 as will be situate to the south-eastward of the imaginary line defined in the Carlisle Citadel Station Act, 1861, as the boundary between the Lancaster and Carlisle Railway and the Caledonian Railway shall, for all purposes of tolls, fares, rates and charges, and for all other purposes whatsoever, be vested exclusively in the Lancaster and Carlisle Railway Company as part of their undertaking, railway, works and property, and in the London and North Western Railway Company as their lessees: and that so much of the said Railway No. 1 as will be situate to the north-westward of the said imaginary line, and the whole of the proposed Railway No. 2, shall, for all the purposes aforesaid, be vested exclusively in the Caledonian Railway Company; and to enable the said Companies respectively, according to their respective rights and interests, to levy and recover tolls, rates and charges for the use of the railways and portions of railways so vested in them respectively, and the conveyance of traffic thereon; and to confer, vary and extinguish exemptions from the payment of such tolls, rates and charges; but subject, as respects certain parts of the said Railway No. 1 and Railway No. 2, and the traffic thereon, to the regulation and management of the Committee.

To transfer, or to empower the two Companies or the Committee to enter into agreements with the North Eastern Railway Company and the Maryport and Carlisle Railway Company respectively, for the transfer to these Companies respectively of the proposed railways and portions of railway hereinafter mentioned, or such of them or such parts thereof as may be fixed by agreement, or arbitration, or under the provisions of the said Bill, when such railways and portions of railway

are constructed, or at such other time or times, and at such price or consideration as may be fixed as aforesaid, that is say:—as respects such transfer to the North Eastern Railway Company—Railway No. 12, and a portion of Railway No. 4; and as respects such transfer to the Maryport and Carlisle Railway Company—Railway No. 9, Railway No. 10, Railway No. 11, and a portion of Railway No. 8; together with such works and conveniences, in connection with the railways and portions of railways transferred to the said Companies respectively, as may be necessary or expedient; and to authorize such transfers and the acceptance thereof by the said Companies respectively; and to provide that the railways and portions of railway so transferred shall form portions of the undertaking of the Company to whom the same are transferred; and to enable the said Companies respectively to levy and recover tolls, rates and charges for the use of the railways and portions of railway so transferred to them respectively, and for the conveyance of traffic thereon; and to confer, vary and extinguish exemptions from the payment of such tolls, rates and charges.

To authorize the Committee to levy and recover tolls, rates and charges for the use of the railways to be authorized by the Bill, and the conveyance of traffic thereon, except such portions thereof as may be transferred to the North Eastern Railway Company and the Maryport and Carlisle Railway Company respectively, and except also Railway No. 1 and Railway No. 2; and to confer, vary and extinguish exemptions from the payment of such tolls, rates and charges.

To enable the two Companies to enter into and carry into effect agreements with each other, and also with the Midland Railway Company, the Glasgow and South-Western Railway Company, and the other Companies hereinbefore named, or any of them, with respect to the construction, maintenance, management, appropriation, and use of all or any of the railways and works proposed to be authorized by the Bill, the payment of the cost thereof, or of interest, rent, or other consideration in respect of the same, and the enlargement of the boundaries of the Citadel Station over any lands within or adjoining the City and Borough of Carlisle, now belonging to or which may hereafter be acquired by the two Companies, or either of them; and to enable the two Companies, or the Committee, and the Mayor, Aldermen and Citizens of Carlisle to enter into and carry into effect agreements with each other with respect to any of the said several matters, and with respect to the construction, maintenance and use of any streets or other works in connection with the railways and other works hereinbefore mentioned; as also to confirm any agreements for any of those purposes which may have been entered into between the several parties hereinbefore mentioned, or any of them, as aforesaid.

To enable the two Companies respectively, and the Midland Railway Company, or any one or more of those Companies, to raise further share and loan capital in their respective undertakings by the creation and issue of shares or stock, on such terms and conditions, with such preferences, priorities and privileges (if any) *inter se* and in respect to the other shares and stock in the Company raising such capital, and subject as regards preference shares or stock to such powers of redemption (by the creation and substitution of ordinary shares or stock, or otherwise) as may be considered expedient, and also by borrowing on mortgage or cash credit, and