

property), compulsorily and by agreement, for the purpose of the said intended Railway and works.

3. To extinguish easements, rights, and privileges in, over, and under the lands so purchased or acquired.

4. To authorise the Company to levy tolls, rates, and charges in respect of the said intended Railway and works, to alter tolls, rates, and charges, and to confer, vary, or extinguish exemptions from the payment thereof, and to exercise 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, and all Companies, and persons lawfully using the Railways of the Company, or any part thereof, to run over and use with their engines and carriages of every description, and with their clerks, officers, and servants, and upon such terms and conditions, and on payment of such tolls, rates, and charges as may be agreed upon or be settled by arbitration or defined by the Bill;

So much of the Maryport and Carlisle Railway as lies between the said Junction therewith of the said intended Branch Railway and the Junction of the Solway Junction Railway with the Maryport and Carlisle Railway, including that Junction and the joint and several Stations of the Maryport and Carlisle and the Solway Junction Railway Companies at Brayton.

So much of the Main Line of the Railway of the Company as lies between the Junction therewith of Railway No. 1 authorised by the Act of 1883, and the Workington Station of the Company, including that Station.

Together with the Stations, Watering-places, Booking-offices, Warehouses, Landing-places, Sidings, Works, and Conveniences connected therewith respectively, and to require the Maryport and Carlisle, the Solway Junction, the Caledonian, the North British, and the Furness Railway Companies to afford all proper facilities for the purpose, and to receive, book through, invoice, forward, accommodate, and deliver, on and from the same respectively, and at the Stations, Warehouses, and Booking-offices thereof, all Traffic of every description, destined for or coming from or over the Undertaking of the Company, upon such terms and conditions as may be agreed on or determined by arbitration or defined by the Bill, and to enable the Company, and all other Companies, and Persons as aforesaid to levy and receive Tolls, Rates, and Charges, in respect of traffic of every description, conveyed on or over the said portions of Railway, and to alter any Tolls, Rates, or Charges now authorised to be taken thereon or thereover, and to confer, vary, and extinguish exemptions from such Tolls, Rates, and Charges respectively.

7. To provide for the laying down by the Maryport and Carlisle Railway Company and the Company, or either of them (if thought necessary), along the whole length of the Maryport and Carlisle Railway, between the point of junction therewith of the intended Branch Railway and the Bulgill Station, an additional pair of rails, and to make all such re-arrangements of their stations, platforms, sidings, rails, junctions, turn-tables, watering places, offices, and conveniences, as shall be necessary to make their said Railway a con-

tinuous double line of railway between the said points, and to provide for the payment of the cost thereof in such manner as may be agreed on between the Maryport and Carlisle Railway Company and the Company, or be settled by arbitration, or as may be defined by the Bill, and to enable the said two Companies to enter into and fulfil contracts and agreements for and in relation to the matters aforesaid, or any of them, and to authorise the Maryport and Carlisle Railway Company to apply their existing or authorised capital for the purposes aforesaid, or any of them, and to raise additional capital by shares (ordinary preference or special) or stock, and borrowing, or by any of those modes.

8. To enable the Company on the one hand and the Furness Railway Company, the Maryport and Carlisle Railway Company, the Solway Junction Railway Company, the North British Railway Company, and the Caledonian Railway Company, or any one or more of them on the other hand from time to time to enter into and fulfil, alter, vary, or rescind agreements with respect to the working, use, management, and maintenance of the said intended Railway and works and of the Railways authorised by the Act of 1883, or any part or parts thereof, respectively, the supply of engines, rolling stock, and machinery, and of officers and servants for the conduct of the traffic of the said intended and authorised Railways; the payments to be made and the conditions to be performed with respect to such working, use, management, construction, and maintenance; the interchange, accommodation, and conveyance of traffic coming from or over or destined for the respective undertakings of the contracting Companies; and the division and appropriation of the revenue arising from that traffic; and to authorise the appointment of joint committees for carrying into effect any such agreement as aforesaid, and to confirm any agreement already made, or which previously to the passing of the Bill may be made touching any of the matters aforesaid.

9. To authorise the abandonment of so much of Railway No. 1, authorised by the Cleaton and Workington Junction Railway Act, 1883, as lies between the commencement of the said intended Branch Railway and its authorised termination, and also of Railways Nos. 2, 6, and 7 by that Act authorised, and to release the Company from all liabilities, penalties, and obligations for or in respect of the non-completion of the said Railways and portion of Railway, and to relieve the Company from and to annul all contracts or agreements with reference thereto, and to repeal Sections 11 and 13 of the Act of 1883.

10. To extend the time limited by the Act of 1883 for the compulsory purchase of lands for, and for the purposes of Railways 4 and 5, by that Act authorised, and for the completion of those Railways.

11. To extend the time limited by the Act of 1883 for the compulsory purchase of the lands in the Parishes of Arlecdon, Lamplugh, Workington, and Harrington.

12. To make further provision for the prevention of trespass on the Railways, works, and property of the Company.

13. To authorise the Company to apply their existing funds and any moneys which they have still power to raise, to the purposes of the said intended Railway and works, and of the Bill and for the same purposes and for the general purposes of their authorised undertakings, to raise