them, in the county of Roxburgh, Ewes, Langholm, Canonbie, or some of them, in the county of Dumfries, Kirk Andrews-upon-Esk, Moat, Arthuret, Netherby, Breckon-hill, Longtown, Lyneside, Kirklinton, West Linton, Rockliff, Church-town, Kingmoor, Stanwix, Etterby, Stainton, Saint Mary's, Caldewgate, Rickergate, Saint Cuthbert's, Botchergate, English-street, and the city and burgh of Carlisle, or some of them, in the county of Cumberland, and terminating by a junction with the Lancaster and Carlisle Railway, the Newcastle and Carlisle Railway, the Carlisle and Maryport Railway, and the proposed Caledonian Railway, or some or one of them, at or near the intended termination at Carlisle of the said Lancaster and Carlisle Railway, or otherwise at a point at or near to the city of Carlisle, in the said county of Cumberland; also another branch railway diverging from and out of the said intended extension railway to Carlisle, also at a point near to the Church of Canonbie, in the said parish of Canonbie, and county of Dumfries, passing from, in, through, or into the several parishes, townships, and extra-parochial or other places of Canonbie, and Graitney or Gretna, or some of them, in the county of Dumfries, and Kirk Andrew's-upon-Esk, in the county of Cumberland, and terminating by a junction with the line of the proposed Caledonian Railway at a point near to Springfield, in the said parish of Graitney or Gretna; also another branch railway diverging from and out of the said intended extension railway to Carlisle, near Newton, or the Church of Canonbie, in the parish of Canonbie, passing through part of and terminating at the Duke of Buccleuch's Collieries, in the said parish of Canonbie; and also another branch diverging from and out of the said intended extension railway to Carlisle, from a point near the Brampton-road, in the parish of Arthuret and county of Cumberland, passing from, in, through, or into the several parishes, townships, and extra-parochial or other places of Arthuret, Lyneside, and Longtown, or some of them, in the county of Cumberland, and terminating at a point near the village of Longtown:

And it is also intended, by the said Act or Acts, to confirm the purchase of the Leith Branch of the Edinburgh and Dalkeith Railway by the North British Railway Company, and to repeal, so far as the same may now be in force, the provisions of the several Acts relative to the said Edinburgh and Dalkeith Railway, or the said Leith Branch thereof, passed, respectively, in the seventh year of the reign of His Majesty King George the Fourth, in the tenth year of the same reign, and in the fourth and fifth years of the reign of King William the Fourth; and to remove the restrictions contained in the said Acts, or any of them, with regard to the use of locomotive engines on the Edinburgh and Dalkeith Railway, or the said Leith Branch thereof, or the rights of way-leave or other rights and privileges affecting the same; and to dissolve the company of proprietors of the said Leith Branch, and to vest the powers and privileges of the said company in the said North British Railway Company, and to take power to alter, vary, and enlarge the line, or part of the line, of the said Leith Branch, within the several parishes or extra-parochial or other places of Libberton, Duddingston, and South Leith, or some of them, in the county of Edinburgh; and to construct a junction railway between the said Leith Branch Railway and the North British Railway, at or near to Portobello, in the said parish of Duddingston, and county of Edinburgh.

And it is further intended, by the said Act or Acts, to authorise an alteration within the parish of Inveresk, and county of Edinburgh, of the line of railway from Wanton-walls, to or near to the town of Musselburgh, authorised by the Act relating thereto, passed in the last session, and secondly hereinbefore mentioned, such alteration to commence at a point near to Campie, at the town of Fisherrow, in the said parish of Inveresk, and to terminate at a point near to the said town of Musselburgh.

It is also further intended, by the said Act, to take power to the North British Railway Company to acquire, by agreement or compulsion, additional property in the parishes of Trinity College, High Church, and Saint Andrew's, in the city of Edinburgh, and Canongate and South Leith, or some of them, in the county of Edinburgh, adjoining the terminus of the North British Railway, for the purposes of the said railway.

And it is also intended to take power, in the said Act or Acts, to deviate in constructing the said branch railways and extension, and other works above described, from the line or lines thereof, laid down on the map or plans thereof, to be deposited as after mentioned, to such extent as is or will be defined on the said map or plans.

And it is also intended to take power, in the said Act or Acts, for the compulsory purchase of lands and other heritages, and for the levying of tolls, rates, and duties on and for the use of the said intended railways, and other works thereby authorised.

And it is also intended to take power to alter, amend, or repeal an Act, passed in the eighth and ninth years of the reign of Her present Majesty, intituled "An Act for making a railway, to be called the Caledonian Railway," in so far as relates to the tolls, rates, and duties authorised to be levied on said railway.

And it is further intended, by the said Act, to vary or extinguish all rights or privileges which would in any manner impede or interfere with the objects aforesaid, and to confer other rights and privileges.

And it is further intended, by the said Act or Acts, to obtain powers to stop up, and to alter, vary, and divert, whether temporarily or permanently, the lines, levels, and inclinations of turnpike roads, highways, roads, streets, tramroads, railroads, piers, landing places, paths, passages, or other roads, rivers, canals, brooks, streams, waters, water-courses, mill and other ponds, where