

gage or bond, or by all or any or either of those modes, and to make such shares or stock either of one class or of different classes, and either ordinary guaranteed or preference shares or stock; and to authorise the said Company to attach to all or any of such shares or stock such rate of interest or dividend, either in perpetuity, or for a term of years, and either with or without any preference or priority (either fixed, fluctuating, contingent, perpetual, or terminable), in the payment of interest or dividend over all or any of the existing shares, or of the proposed new shares or stock of the Company, and either with or without any other privileges, rights, and advantages, and either subject to or not subject to any rights of redemption or repayment or other conditions and stipulations, and in all respects upon such terms as the said Company shall think fit.

It is intended by the said Bill to authorise the Silloth Company to cancel any shares liable to be declared forfeited, and to cancel or extinguish shares forfeited or to be forfeited for non-payment of calls, and to issue new shares or stock in lieu of all or any of the shares which may be cancelled or extinguished, and in lieu of any other shares in the Company which heretofore have been, or hereafter may be surrendered or become forfeited, or cancelled, or extinguished, and to confer on the said Company the most ample powers in respect of the increase, application, distribution, and regulation of their existing and proposed capital.

It is intended by the said Bill to enable the Port Carlisle Company and the Silloth Company, or the Directors of those Companies, to appoint a joint committee for managing and working their respective railways, and any railways they may obtain power to run over or use under the said Bill, and also to make provisions and regulations for the constitution and proceedings of such joint committee, and for defining their powers and duties, and for conferring upon them all such powers of fixing tolls, rates, and charges, and making rules and regulations, and other powers as are usually vested in joint committees for working and managing, repairing, and maintaining railways.

It is intended to insert in the said Bill powers and provisions to compel and authorise the Newcastle-upon-Tyne and Carlisle Railway Company (in this notice called the Newcastle Company) to book through, receive, and, without undue interruption or delay, to forward over their several railways and branch railways, between the Port Carlisle Railway at Carlisle, and the Newcastle Company's stations in the town of Newcastle-upon-Tyne, and also between the Port Carlisle Railway at Carlisle and the main lines of the Lancaster and Carlisle and Maryport and Carlisle Railways at Carlisle, and also over the Alston branch of the Newcastle and Carlisle Railway, and over all other railways worked or used by the Newcastle Company, and to afford at all times such reasonable and proper facilities and accommodations upon their said railways and at their stations, and to perform such services in the transmission of traffic upon their said railways and at their stations, as shall effectually secure the forwarding of all passengers, goods, minerals, animals, and other traffic, desiring or requiring to pass from the railways of the Port Carlisle Company or of the Silloth Company, or either of them, on to, upon, and over all or any of the before-mentioned portions of the Newcastle and Carlisle Railways, and branch railways, or railways worked or used by the Newcastle Company, or desiring or requiring to pass from the town of Newcastle-upon-Tyne or any station on the Newcastle and Carlisle Railways, or any branch thereof, or on

any railway worked by the Newcastle Company, or from the Lancaster and Carlisle Railway, or from the Maryport and Carlisle Railway, over any of the railways and branch railways of the Newcastle Company, on, to, or over the Port Carlisle Railway at Carlisle for Carlisle, or for any station on that railway, or on the Carlisle and Silloth Bay Railway, or for shipment at Silloth Dock, and to compel the Newcastle Company to make all other necessary arrangements for booking at their stations, and for the passage and punctual transmission of all or any of such traffic as aforesaid which may be offered to them for transmission, and to enable the Port Carlisle Company and the Silloth Company jointly, or either of them separately, to charge tolls, rates, and charges in respect of the traffic so received and forwarded, and to fix and determine the amount of such tolls, rates, and charges, and to fix and determine or to provide for the ascertaining and determining the same, and the proportion thereof to be paid to the Newcastle Company for the use of their railways and stations and for the services performed by that Company, by agreement among the Companies interested, or by arbitration, at the instance of the Port Carlisle Company and Silloth Company, or either of them, or otherwise as shall be provided for in the said Bill, or be directed by Parliament, and to grant exemptions from the payment of such tolls, rates, and charges, and to confer other rights and privileges, and to compel the Newcastle Company from time to time to account to the Port Carlisle and Silloth Companies, or either of them, for such proportion of the sums received by the Newcastle Company at their stations, in respect of any such traffic as aforesaid, as the Port Carlisle and Silloth Companies, or either of them, may be entitled to receive in respect of the passage of such traffic over the Port Carlisle Railway and Silloth Bay Railway, or either of them, or any part thereof, as the case may require, and to compel the Newcastle Company, if required by the Port Carlisle and Silloth Companies, or either of them, to carry on such traffic, as aforesaid, over the railways belonging to, or worked or used by the Newcastle Company, in carriages, waggons, and trucks, belonging to or supplied by, the Port Carlisle and Silloth Companies, or either of them, so that no change of carriage shall be required in the transmission of any traffic from or to the Port Carlisle Railway, or to or from any part of the railways belonging to, or worked or used by, the Newcastle Company.

It is intended by the said Bill to enable the Port Carlisle Company and the Silloth Company jointly, or either of them separately, and any other Company for the time being, lawfully using or working the railways of both or either of those Companies, and either by agreement or upon terms to be determined by arbitration, at the request of both or either of the said Companies, or of the Company so using or working as aforesaid, or by the Board of Trade, upon the application of both or any or either of the Companies desiring to exercise such powers, or otherwise, as shall be provided for in the said Bill, or as Parliament shall authorise or direct, to run and pass over with engines and carriages belonging to, or supplied by them, or with the engines and carriages of such other Company as aforesaid, all and every portion of the railways and branch railways of the Newcastle and Carlisle Railway Company, and of all railways worked or used by them, situate between the Port Carlisle Railway at Carlisle, and the stations of the Newcastle Company, in the town of Newcastle-upon-Tyne, and also between the Port Carlisle Railway, at Car-