Certificate, copies thereof can be obtained at the before-mentioned offices, at a charge of sixpence for each copy, or of such other sum as the Board of Trade may direct.

Dated this 13th day of November, 1872.

J. Musgrave, Whitehaven, Solicitor.

S. H. Lewin, 1, Upper Charles-street, Westminster, Parliamentary Agent.

North British Railway (Carlisle Branches).

(Construction of New Railways near Carlisle; Abandonment of certain authorised Railways; Use of part of North Eastern Railway; Agreements; Purchase of Lands; Increase of Capital; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session for an Act to authorise the North British Railway Company (hereinafter called the Company) to make and maintain the railways following, or some or one of them, with all proper approaches, stations, works, and conveniences connected therewith respectively (that is to say):

A railway, hereinafter referred to as Railway No. 1, commencing by a junction with the Port Carlisle Branch of the Caledonian Railway at a point in the parish of Saint Mary, Carlisle, and county of Cumberland, two hundred yards or thereabouts north-westward from the centre of the face of the northern abutment of the bridge carrying the main line of the Caledonian Railway over the River Caldew, and terminating at a point ten yards or thereabouts west of a point in the centre of the space between the main passenger lines of the Caledonian Railway, such last mentioned point being situated one hundred and seventy yards or thereabouts (measuring along the centre of the said space in a north-westerly direction) from the north side of the Caldew Bridge where it crosses over the main line of the Caledonian Railway;

A railway, hereinafter referred to as Railway No. 2, to be wholly situated in the parish of Saint Mary, Carlisle, in the city of Carlisle and county of Cumberland, commencing by a junction with Railway No. 1 at the point hereinbefore described as the termination thereof, and terminating at a point fifteen yards or thereabouts south-westward of the south side of the Caldew Bridge, where it crosses the centre of the space between the main passenger lines of the Caledonian Railway;

A railway, hereinafter described as Railway No. 3, commencing by a junction with Railway No. 2 at the point hereinbefore described as the termination of Railway No. 2, and terminating in the parish of Saint Mary, Carlisle, in the city of Carlisle and county of Cumberland, at a point fifteen yards or thereabouts measured in a north-westerly direction, from the north corner of the western abutment of the Nelson Bridge;

A railway, hereinafter called Railway No. 4, commencing by a junction with Railway No. 3 at the said point described as the termination of Railway No. 3, and terminating in the parish of Saint Cuthbert, Carlisle, in the city of Carlisle and county of Cumberland, by a junction with the canal branch of the North Eastern Railway, at a point one hundred and sixty yards or thereabouts eastwards from the face of the eastern abutment of the bridge carrying the said canal branch over the River Caldew, measuring along the said branch; all which said intended railways and works will pass from, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say): Carlisle, City of Carlisle, Saint Mary Within, Saint Mary Without, Rickergate, Caldewgate, Saint Cuthbert's Within, Saint Cuthbert's Without, Botchergate, Saint Mary Carlisle, and Saint Cuthbert Carlisle, in the conuty of Cumberland, or some or one of them:

And it is proposed to take powers of lateral and vertical deviation from the line and levels of the proposed works, as shown on the plans and sections hereinafter referred to within the limits usually authorised or as may be prescribed by the intended Act, and to repeal or alter certain of the provisions of "The Railways Clauses Consolidation Act, 1845," relating to the limits of lateral and vertical deviation; and to authorise the Company to purchase lands and buildings by compulsion or agreement in all or some of the parishes and places aforesaid for the purposes of the intended railways and works, or any of them:

And it is proposed to authorise the Company to levy tolls, rates, duties, and charges, to alter existing tolls, rates, duties, and charges, to confer, vary, or extinguish exemptions from payment of tolls, rates, duties, and charges, and to stop up, remove, alter, or divert, temporarily or permanently, so far as may be necessary or convenient for any of the railways and works which may be authorised by the intended Act, or otherwise for the purposes of the intended Act, certain goods lines and sidings on land belonging, or claimed to belong, to the Caledonian Railway Company, situated between the junction of the Port Carlisle Branch and Main Line of the Caledonian Railway and the Carlisle Citadel Station, and any turnpike or other roads and highways, railways, tramways, sidings, passages and places, bridges, rivers, streams, canals, waters, watercourses (natural or artificial), sewers, mains, pipes, buildings, telegraph wires and apparatus, and works of any description which it may be convenient to stop up, alter, or divert for any of the purposes of the intended Act:

And it is propossd by the intended Act to anthorise the Company to abandon or relinquish the construction of the following authorised railways and works of the Company, and to release the Company from all or any obligations, forfeitures, penalties, damages, or losses in respect of such railways and works not being completed and opened for public traffic, and from any notices and contracts for or in relation to the purchase of lands and buildings for the purposes of such railways and works, and all or any other obligations or liabilities in reference thereto (that is to say):—

The railways authorised by "The North British Railway (Carlisle Citadel Station Branches) Act, 1865," and therein called Railway No. 1, so far as not already abandoned, No. 2, and Railway No. 3;

The railways authorised by "The North British Railway (Financial Arrangements) Act, 1867," and therein called Railway No. 1 and Railway No. 2, so far as not already abandoned;