

To empower the two Companies, or the Committee, to widen the railway bridge, called Borough Street Bridge, at or near the north-western extremity of the passenger shed of the said Citadel Station, and the railway bridge, called Crown Street Bridge, near the southern extremity of the said passenger shed, and thereby to cover over further portions of Borough-street, Mill-street, and Water-street, or some of them, and of Crown-street.

To empower the two Companies, or the Committee, to shut up and appropriate all streets, lanes, courts, passages, and thoroughfares lying between Mill-street on the north, Crown-street on the south, the portion of the imaginary line hereinbefore mentioned extending from Crown-street to the point in Mill-street hereinbefore described as about 130 feet from the chimney in that street on the west, and the goods or relief lines on the western side of the Citadel Station, described as Railway No. 1 in the Carlisle Citadel Station Act, 1861, on the east.

To empower the two Companies, or the Committee, to shut up and discontinue the following portions of railway, and to appropriate the same and the sites thereof, viz. :—

1. That portion of the main line of the Lancaster and Carlisle Railway which extends from the point hereinbefore described as the commencement of Railway No. 1, to the termination of the said main line in the said Citadel Station.

2. That portion of the main line of the Caledonian Railway which extends from the point hereinbefore described as the commencement of Railway No. 2, to the termination of the said main line in the said Citadel station.

3. The goods or relief lines, on the western side of the Citadel Station, described as Railway No. 1 in the Carlisle Citadel Station Act, 1861.

4. That portion of the Port-Carlisle Canal branch of the North Eastern Railway which extends from the commencement of Railway No. 4, to the commencement of Railway No. 12.

5. The connecting branch railway leading from the Port-Carlisle Canal Branch of the North Eastern Railway to the Lancaster and Carlisle Railway, near the place hereinbefore described as Saint Nicholas Level Crossing.

6. That portion of the existing railway, belonging to or used by the Maryport and Carlisle Railway Company, which extends from the point hereinbefore described as the commencement of Railway No. 8 to the point of junction of the said existing railway with the Lancaster and Carlisle Railway, near the southern end of the said Citadel Station.

7. That portion of the existing railway, belonging to or used by the Maryport and Carlisle Railway Company, which extends from near the point hereinbefore described as the commencement of Railway No. 11 to the point of junction of the said existing railway with the Port Carlisle Canal branch of the North Eastern Railway, near the place hereinbefore described as Saint Nicholas Level Crossing.

To require the North British Railway Company to relinquish the formation of the following railways, that is to say :—The railways authorised by "The North British Railway (Carlisle Citadel Station Branches) Act, 1865," and therein called Railway No. II and Railway No. III; 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 required to be abandoned by "The North British Railway (General Powers) Act, 1868;" and the railway authorised by the last-mentioned Act, and therein called Railway

(C); and to release the North British Railway Company from any obligation to construct the said several railways above described as to be relinquished; and to repeal all provisions of Acts so far as relating to the railways so to be relinquished.

Which several railways, street, and other works, to be made as aforesaid, and the lands, houses, streets, and other property which may be acquired for the purposes thereof, and for station purposes, and the streets, roads, lanes, courts, passages, thoroughfares, and portions of existing and authorised railways to be shut up, discontinued, appropriated and relinquished as aforesaid, are all situate within the city of Carlisle, the borough of Carlisle, the townships of Saint Mary's within, Saint Mary's Without, Rickergate, Caldewgate, Saint Cuthbert's Within, Saint Cuthbert's Without, Botchergate, Upperby, and Low Blackwell or Low Blackhall, the parishes of Saint Mary, Carlisle, Saint Cuthbert, Carlisle, and Eaglesfield Abbey, and the extra-parochial place of Abbey 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, aldermen, 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