

quay wall on the south side of Harrington Harbour, at the eastern end thereof.

A branch railway (No. 5) commencing in the township of Workington, and parish of Workington, by a junction with the proposed Railway No. 4, above described, at or near a point 55 yards measured in a northerly direction from the northerly end of the magazine in the field belonging to Henry Fraser Curwen, and occupied by Messrs. Bain and Company and John Allan Eadie, and which field is numbered 541 on the Ordnance map of the said township of Workington, and terminating in the township and parish of Harrington by a junction with the most northern railway or siding on the north side of the Harrington Harbour, at a point thereon 9 yards measured in a southern direction from the south-east corner of the old timber yard, numbered 546 on the said map of the said township of Workington, belonging to the said Henry Fraser Curwen, and occupied by Messrs. Bain and Company.

A branch railway (No. 6) to be wholly situated in the township and parish of Harrington, commencing by a junction with the Railway No. 3, authorised by the Cleator and Workington Junction Railway Act, 1876, at a point about 130 yards north of the point of the junction of the said Railway No. 3, with the tramway of the Harrington Iron Company, and terminating at or near the middle of the southern boundary of a field in the said township and parish belonging to the said Henry Fraser Curwen, and occupied by Messrs. James Bain and Company, and numbered 68 on the Ordnance map for the said parish.

A branch railway (No. 7) to be wholly situated in the said township and parish of Harrington, commencing at a point about 38 yards east of the south-eastern corner of the southern reservoir in the said field, numbered 68 on the said map, and terminating on the high-level gangway of the ironworks of Messrs. James Bain and Company, at Harrington, at or near the northern side of the second blast furnace from the south.

A branch railway (No. 8) commencing in the parish of Distington by a junction with the main line of the Cleator and Workington Junction Railway, about 60 yards measured in a northerly direction along that railway from the centre of the bridge carrying the said railway over the public highway leading from Distington to Gillgarron, and passing through or into the parishes, townships, and places of Distington and Workington, and terminating in the parish of Workington, at or near the south-western end of an enclosure or field belonging to Henry Fraser Curwen, Esq., and in the occupation of the Distington Iron Company, and James Brown which field or enclosure is numbered 600 on the Ordnance map of the said parish of Workington.

2. To enable the Company to cross, divert, alter, or stop up, whether temporarily or permanently, and if permanently to appropriate the site and soil of roads, tramways, drains, sewers, pipes, navigations, canals, rivers, streams, and water-courses, and to remove and interfere with telegraphic apparatus, so far as may be necessary, in constructing or maintaining the said intended railways and works, and to deviate from the line and level of any work, to any extent within the limits of deviation shown on the deposited plans

hereinafter mentioned or defined by the Bill, and to purchase or acquire lands (including in that expression houses and other property) compulsorily and by agreement for the purpose of the said intended railways and works.

3. To authorise the Company to acquire compulsorily, in addition to the lands required for the purposes of the said intended railways and works, the following lands in the county of Cumberland, that is to say:—

Certain lands in the parishes of Arlecdon, the township of Winder, and parish of Lamplugh, bounded on the north by the Company's railway, the Whitehaven Cleator and Egremont Railway of the London and North Western and Furness Railway Companies, and the railway of the Rowrah and Kelton Fell (Mineral) Railway Company; on the west by land belonging to James Key; on the south by land belonging to James Key, John Skelton, and John Musgrave; and on the east by land belonging to John Musgrave.

Certain lands in the parishes of Workington and Harrington bounded on the east by the main railway of the Company, and on the north-west and south by land belonging to Henry Fraser Curwen.

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

5. To authorise the Company to levy tolls, rates, and charges in respect of such railways 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.

6. 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."

7. To enable the Company and all Companies and persons lawfully using the railways of the Company 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 Solway Junction Railway as lies between the point of junction of that railway with the Maryport and Carlisle Railway, and the point of junction of the Solway Junction Railway with the North British Railway at "Abbey Holme Junction," together with the joint and several stations of the Solway Junction and the Maryport and Carlisle Railway Companies at Brayton.

So much of the Maryport and Carlisle Railway as lies between the said junction of that railway with the Solway Junction Railway and the point of junction with the Maryport and Carlisle Railway of the said intended Railway No. 2, and the said joint and several stations.

So much of the North British Railway as lies between the extremity thereof at Silloth, and the point of junction of the North British Railway with the North-Eastern Railway at "Canal Junction," near Carlisle.

So much of the London and North-Western Railway as lies between the termination of the proposed Railway No. 3,