

connects the Liffey branch with the lines of siding on the south-west side of the part of the Royal Canal usually known as the Spencer Dock, in the parish of Saint Thomas, in the city of Dublin), at a point on the said railway distant in a south-easterly direction 105 feet or thereabouts from the south-east face of the bridge, called the Newcomen Bridge, carrying the North Strand-road over the lock of the Royal Canal, which Railway No. 2 will be situate in the parish of Saint Thomas, in the county and county of the city of Dublin.

To empower the Company to acquire, by compulsion or by agreement, lands, houses, and other property for the purposes of the intended railways and works, and the Bill, and also to acquire compulsorily for the said purposes any easement only over the ground traversed by the said intended railways.

To authorise the Company to deviate laterally from the lines of the said intended railways and works to the extent shown on the plans to be deposited as after mentioned, or as may be provided by the Bill, and also to deviate from the levels shown on the sections to be deposited as after mentioned to such extent as may be provided by the Bill.

To empower the Company to purchase or acquire so much only of any property as they may require for the purposes of the intended railways and works, and of the Bill, without being subject to the liability imposed by the 92nd section of "The Lands Clauses Consolidation Act, 1845."

To empower the Company to cross, divert, alter, use, stop up, or appropriate, either temporarily or permanently, all such highways, roads, streets, quays, railways, sidings, tramways, telegraphs, drains, sewers, bridges, canals, pipes, rivers, navigations, and other works, and the quays and bed and soil of the river Liffey, as may be necessary for making and maintaining the said intended railways and works, or for the objects of the Bill.

To enable the Company to levy tolls, rates, and charges for and in respect of the use of the said intended railways and works, and the conveyance of passengers, animals, minerals, goods, and other traffic thereon.

To alter existing tolls, rates, and charges, and to confer, vary, or extinguish exemptions from payment of tolls, rates, and charges.

To provide, if deemed expedient with respect to the said intended railways and works, that the same may be constituted a separate undertaking of the Company, and that the capital to be raised for such undertaking (whether by shares or by stock, or by borrowing or debenture stock), and the revenues to be derived therefrom, shall be kept separate in all respects from the existing undertaking, and from the existing and other capital of the Company; and to provide for the keeping of separate accounts; and such other matters as may be necessary with respect to such separate undertaking and its capital and revenues.

To enable the Company to raise capital for the purposes of the Bill, and to subscribe towards the said intended railways, and to guarantee dividends, or interest, or annual or other payments, on the whole or any part of the capital to be raised for the same, whether as part of the general capital of the Company, or as a separate capital; and also for the said purpose and the purposes of the Bill, to apply any funds or revenues of the Company, and to raise additional capital in their undertaking, either as part of

their general capital or as a separate capital, by means of new ordinary, or new preference shares or stock, or by borrowing, or by the issue of debenture stock, and to attach to such additional capital such preference or priority in payment of dividends or of interest out of their revenues as the Bill will define, and also to define the rights of the subscribers to and holders of the capital raised for or applied to the purposes of the said intended railways and of the Bill.

To empower the London and North Western Railway Company, the Great Northern Railway Company (Ireland), the Midland Great Western Railway of Ireland Company, the Great Southern and Western Railway Company, and the City of Dublin Steam Packet Company respectively, or any one or more of them (hereinafter referred to as "the said Companies"), to subscribe towards and to guarantee to the Company, or subscribers or lenders, dividends, or interest, or annual or other payments, on the whole or any part of the money to be raised by the Bill, by shares or stock, or by borrowing, or debenture stock, for the purposes of the said intended railways and works, whether as part of the undertaking of the Company, or as a separate undertaking, and for such purposes to enable the said Companies respectively to apply any of their respective funds and revenues; and also to raise additional capital in their respective undertakings by new, ordinary, or new preference shares or stock, or by borrowing, or by debenture stock, and to attach to such additional capital such preference or priority of dividends or interest as the Bill will define.

To empower the Company and the said Companies, or any one or more of them, to apply their funds, to grant guarantees, to make annual payments out of their revenues, and to raise moneys in their undertakings by shares, or by borrowing, or debenture stock, with such preferences and priorities as may be defined by the Bill, for constructing, maintaining, and working the said intended railways, and for other the purposes of the Bill, on such terms as may be agreed upon or as may be provided by the Bill.

To empower the Company on the one hand, and the said Companies, or the Company and any one or more of the said Companies on the other hand, to enter into and carry into effect contracts and agreements for and with reference to the construction, working, maintenance, management, and use of the said intended railways and works, or one of them, or any part or parts thereof, or of the undertaking of the Company generally, and the undertakings, or any part or parts of the undertakings, of the said Companies respectively, and with reference to the terms of their subscriptions and payments to be made therefor, and with reference to the supply of rolling stock, plant and machinery, the appointment, payment, and removal of officers and servants, the payments to be made, and the conditions to be performed with respect to such construction, working, maintenance, management, and use, and with reference to the interchange, conduct, regulation, and management of traffic passing to and from the railways of the Company (including the said intended railways) and the undertakings of the said Companies, or any of them, and for the fixing, levying, dividing, and apportionment of the tolls, rates, charges, and profits arising from such traffic, or other profits of the respective undertakings of the contracting Companies, and the payment of any fixed or contingent rent or