

ence to the application of the debenture stock thereby authorised, or some part thereof, and the monies to be raised thereby, and also to alter and amend certain of the provisions of the "Great Eastern Railway (Additional Powers) Act, 1867," with respect to the Great Eastern Metropolitan undertaking; and to authorise the Company to alter and vary the tolls, rates, duties, and charges, and to impose and levy a terminal charge or terminal charges on or over all or some of the railways, stations, and works comprised in that undertaking; and to authorise the directors of the Company from time to time to appoint such persons as they think fit to be members of any committee for the purposes of the Great Eastern Metropolitan undertaking, or with respect to the management and superintendence of the affairs thereof, whether such persons be or be not directors or shareholders of the Company.

And it is proposed by the intended Act to alter the present relative proportions between the stock and loan capitals of the Company with respect to their general undertaking, and with respect to the Great Eastern Metropolitan undertaking, and to authorise the Company to reduce the share and loan capital with respect to their general undertaking by cancelling all or any preference, debenture, or other stock created by them, or by repealing or reducing unexercised powers of raising money authorised by any of their existing Acts or otherwise, and to increase their share and loan capital with respect to the Great Eastern Metropolitan undertaking by the creation of debenture, preference, or guaranteed stock therein, or by charging upon the said undertaking, or the revenues thereof, and making applicable to the purpose thereof, debenture, preference, or guaranteed stock, authorised to be raised by the Company under any of their existing Acts, or by any other ways or means as may be devised and prescribed or authorised by the intended Act, and to provide for the payment of interest upon the several stocks and securities during the construction of works.

And it is proposed by the intended Act to make provision for the preservation and protection of buildings on either side of any railway or work of the Company, and to confer upon the Company powers to underpin or otherwise strengthen, support, or protect from injury any such buildings; and from time to time, as occasion may require, to enter upon any buildings, lands, tenements, or property adjoining or near the railway for the exercise of such powers.

And it is proposed by the intended Act to enact provisions with respect to the fixing, ascertaining, and determining the capital of the Company, whether in shares or stock, or by borrowing, and the respective rights and interests of the holders for the time being of such capital, and, if need be, to alter the powers of the Company in relation to the raising of capital; also to give further powers to the Company with respect to the making of bye-laws, and to authorise and empower the Company to make bye-laws, rules, and regulations with respect to all railways and works comprised in their system, whether belonging or leased to them, or belonging or leased to any other Company, or any person or persons, but worked by the Company; and to make provision for enforcing such bye-laws, rules, and regulations; also to repeal or amend the provisions of the "Great Eastern Railway Act, 1862," with respect to the filling up of occasional vacancies in the direction, and the constitution of committees of directors, and to authorise the directors for the time being to supply any such vacancies, and to fix the duties and number of members to serve on any committee appointed by them, and the quorum, from time to time, as

occasion may require, and to limit the amount of compensation for which the Company may be liable for any accident, injury, or damage which may happen or be occasioned to passengers by cheap trains on any railway of the Company, and to provide for ascertaining and determining the amount of any such compensation, and to authorise the Company to establish and maintain provident institutions or savings banks, and guarantee interest on deposits by their employes in savings banks, and to have and exercise other powers in reference thereto.

And it is proposed by the intended Act to authorise the Company to levy new tolls, rates, duties, and charges, to alter existing tolls, rates, duties, and charges, and to confer, vary, or extinguish exemptions from payment of tolls, rates, duties, and charges, and to stop up, alter, or divert the footway over the Company's station or railway near the station at King's Lynn, and to remove the bridge carrying the said footway over the said station or railway, and to stop up, alter, or divert all or any roads, highways, footways, sewers, or pipes in, through, over, or upon any of the lands to be purchased by the Company under the powers of the Act, and to vary or extinguish all existing rights and privileges in any manner connected with any such lands, or which might prevent or interfere with the accomplishment of any of the objects of the intended Act, and to confer other rights and privileges.

And it is proposed by the intended Act to confer upon the Company on the one hand, and the Midland and Eastern, the Great Northern and the Midland Railway Companies, or any of them, on the other hand, power to enter into agreements with respect to the enlargement of the station at King's Lynn, and the use and occupation thereof, or of part thereof by the said Midland and Eastern, Great Northern, and Midland Railway Companies, or any of them, for the purposes of their traffic, and all matters and arrangements incident thereto or consequent thereon, and to confer upon the Company on the one hand, and each of the said three other railway companies, and the London and North-Western Railway Company, the Metropolitan Railway Company, the North London Railway Company, the Tottenham and Hampstead Junction Railway Company, and the East London Railway Company respectively, or any one or more of them on the other hand, from time to time to enter into arrangements of every or any description that ever have or has been or may be devised with respect to the traffic on their respective railways, and the use of stations, railways, and works, or any other purpose connected with their undertakings, and all matters incidental thereto or consequent thereon, and to confirm all or any such agreements or arrangements as may have been entered into prior to the passing of the intended Act, and to confer upon the said companies respectively all such powers, authorities, rights, and privileges as may be necessary, convenient, or useful for carrying any such agreements or arrangements into full and complete effect.

And it is proposed by the intended Act to repeal, alter, or amend certain of the provisions of the several local and personal Acts following, or some of them, that is to say:—"The Great Eastern Railway Act, 1862;" "The Eastern Counties Railway (Epping Lines) Act, 1862;" "The Eastern Union Railway Act, 1862;" "The Great Eastern Railway (Steamboats) Act, 1863;" "The Great Eastern Railway (Additional Powers) Act, 1863;" "The Great Eastern Railway (Metropolitan Station and Railways) Act, 1864;" "The Great Eastern Railway (Junctions) Act, 1864;" "The Great Eastern Railway (Highbecch Branch) Act,