

townships, extra-parochial or other places following, or some of them (that is to say): Ewell, Whitfield, River, Buckland, Guston, St. Margaret-at-Cliffe, and West Cliffe, all in the county of Kent.

To empower the Company to purchase and take, by compulsion or agreement, for the purposes of the intended railways, and to hold lands, houses, and other property in the parishes and places aforesaid, and also to purchase and take in like manner, for other purposes connected with their undertaking, and to hold, certain lands and houses in the parish of St. Margaret-at-Cliffe, in the county of Kent, lying at the foot and on the top of the cliff in St. Margaret's Bay, and including the beach and foreshore abutting on the said lands, and situate between Ness Point and Coney Burrow Point.

To empower the Company, either alone or in conjunction with any other Company, Association, Government Authority, body, or persons, to execute all necessary works in connection with the Channel Tunnel, and to make the said tunnel, or part thereof, and to lay down and work a railway or railways in and through the same.

To vary or extinguish all existing rights and privileges connected with any such lands or houses, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railways and works or any of them, and to confer other rights and privileges, and to empower the Company to take a part only of any property without being subject to the liability imposed by Section 92 of the Lands Clauses Consolidation Act, 1845, and to deviate from the lines and levels of the intended railways, as shown upon the plans and sections to be deposited as hereinafter mentioned, to such an extent as may be prescribed or authorised by the intended Act.

To authorise the Company to cross, alter, divert, and stop up, permanently as well as temporarily, such turnpike or other roads, highways, railways, tramways, streets, paths, passages, rivers, canals, brooks, streams, waters, watercourses, sewers, mains, pipes, telegraphic and telephonic apparatus, as it may be necessary or convenient to cross, alter, divert, or stop up for the purpose of making and maintaining or using the said intended railways or any of the works, approaches, stations, or conveniences connected therewith.

To empower the Company to demand and recover tolls, rates, and charges upon or in respect of the said intended railways and works, and for the conveyance of passengers, animals, and goods thereon, and also, if thought fit, upon or in respect of any other works of the Company, and to confer exemptions from the payment of such tolls, rates, and charges, and to confer, vary, or extinguish other rights and privileges.

To enable the Company on the one hand, and the South Eastern and the London Chatham and Dover Railway Companies, or either of them, on the other hand, to enter into and carry into effect agreements with respect to the construction, working, use, management, and maintenance of the said intended railways and works, or any or either of them, or any part or parts thereof, or any other works of the Company, and to the costs, charges, and expenses of such working, use, management, and maintenance, and to the supply of engines, carriages, and plant, and to the employment of officers and servants, and to the regulation, management and transmission of the traffic of the Companies parties to any such agreement, and the collection, payment, division, apportionment, appropriation, and distribution of the tolls, rates, and charges arising from any such traffic.

To authorise the Company to raise capital, as well for the general purposes of their undertaking as for the purposes of the intended Act, and of the said railways and works, and to define, regulate, and prescribe the capital of the Company, and to declare so much of such capital as may be authorised to be raised for or appropriated to the purposes of the said railways and works to be a separate capital and to be the whole of the capital of the Company within the meaning of section 16 of the Lands Clauses Consolidation Act, 1845, or to make such other provision with reference thereto as may be thought desirable, and to empower the Company from time to time to increase their capital, upon such terms and conditions, and either by preference, or guaranteed, or ordinary shares, or shares to which special rights and privileges may be assigned, or otherwise as may be prescribed or provided for by the intended Act, and to borrow money on mortgage and to create and issue debenture stock.

The intended Act, if it is found necessary or thought desirable, will dissolve the Channel Tunnel Company, Limited (hereinafter called "The Limited Company") as at present constituted, and re-incorporate the shareholders into a new Company, with or without other persons and Corporations, and in the event of such dissolution and re-incorporation, will confer upon and make applicable to the new Company all the powers and provisions by the intended Act proposed to be conferred upon or made applicable to the Company, and all such further and other powers and provisions as may be necessary to enable the new Company to carry out the objects and purposes of the Limited Company as stated in their Memorandum of Association, and will declare and define such objects and purposes, and will vest in the new Company all the Undertaking, works, lands, buildings, property, stock, plant, powers, rights, privileges, easements, estates and effects of, or belonging to, the Limited Company or held in trust for them.

The intended Act, if it is found necessary or thought desirable, will incorporate a new and independent Company for the purposes of the Undertaking of the said intended railways and other works, with all usual powers and provisions, and will authorise and empower that new Company to co-operate with the Limited Company in respect of the intended railways and works, and in respect of any part of the works or Undertaking of the Limited Company, and will authorise and empower that new Company to amalgamate or unite with the Limited Company, or to absorb or be absorbed by the Limited Company, and to make and carry into effect any arrangement whatever appearing to that new Company and the Limited Company to be necessary or expedient, respecting the raising, allocation, or application of capital by shares or by loans, or otherwise, and respecting the construction, working, use, management, and maintenance of works, and the cost thereof, and the regulation, management, and transmission of traffic, and the collection, payment, division, apportionment, appropriation, and distribution of tolls, rates, and charges arising from traffic, and respecting any other matter whatever connected with the objects of that new Company, and of the Limited Company respectively.

The intended Act will or may contain such other provisions as may be thought necessary or expedient for the purpose of giving effect to the Report of the Commissioners for the Channel Tunnel and Railway, appointed by the Governments of Great Britain and France, and which