rivers, streams, bridges, railways, and tramways within the townland and parish aforesaid, or any of them, as it may be necessary or convenient to cross, divert, alter, or stop up for the purposes of the intended works, or any of them, or of the Bill.

To enact and declare that for the purposes of tolls, rates, and charges, and for all other purposes, or for such purposes as shall be specified in the Bill, the intended deviation railway shall be deemed to be part of the Railway No. 4, authorised by the Act of 1880, and of the Western Extensions undertaking constituted by that Act, and to extend and apply the provisions or some of the provisions of the Act of 1880 accordingly.

To prescribe the gauge upon which the intended deviation railway shall be constructed, and to exempt the same from the operation of the Act 9 and 10 Vict., cap. 57, for regulating the gauge of the railways.

To authorise the Company to purchase and take by compulsion, and also by agreement, lands, houses, tenements, and hereditaments, for the purposes of the intended deviation railway and works, and of the Bill, and notwithstanding the 92nd section of the Lands Clauses Consolidation Act, 1845, to empower the Company to purchase and acquire any part or parts of any house, building, manufactory, or premises without being required or compelled to purchase the whole of such house, building, manufactory, or premises, and to vary and extinguish all rights and privileges in any manner connected with the lands, houses, tenements, and hereditaments so purchased or taken.

To authorise and require the Company to abandon and relinquish the construction of—

(*a*) So much of Railway No. 4, authorised by the Act of 1880, as lies between the commencement and termination of the intended deviation railway above described, and which will be rendered unnecessary by the construction of such deviation railway.

(*b*) So much of the same Railway No. 4 as lies between the authorised commencement of the Railways Nos. 1 and 2, authorised by the Ballyclare Ligoniel and Belfast Junction Railway Act of 1881 (hereinafter referred to as "the Act of 1881"), and the authorised termination of the said Railway No. 4.

(*c*) The Railways Nos. 6 and 7, authorised by the Act of 1880;

and to release the Company from all liabilities, penalties, and obligations for the non-completion thereof, and to modify or alter or cancel and declare null and void all contracts, agreements, and arrangements entered into by or on behalf of the Company with reference to the portions of railway and railways so to be abandoned.

To provide for the repayment to the depositors mentioned in sections 22 and 23 of the Act of 1880, or to the Company, or to such person or persons as the Bill shall prescribe, of so much of the deposit fund mentioned in the said sections as represents 5 per cent. upon the estimated cost of the railways, and portions of railway proposed to be abandoned under the powers of the Bill, and of the Railway No. 5, authorised by the Act of 1880, and which by the Act of 1881 the Company were required to abandon.

To extend the time limited by the Act of 1880 for the compulsory purchase of lands for the completion of the Railway No. 8 authorised by that Act, and so much of the Railway No. 4 authorised by the same Act as would lie between the point of termination, as above described, of the deviation railway to be authorised by the Bill, and the point of commencement of the Railways Nos. 1 and 2 authorised by the Act of 1881, and if need be to revive the powers for the compulsory purchase of such lands.

To remove doubts as to the validity of any award or awards that have been or may be made by any arbitrator appointed or to be appointed under the provisions of the Railways Act (Ireland) 1851, in reference to the purchase money or compensation to be paid for or in respect of the lands or any of the lands authorised to be acquired by the Company under the Act of 1880, or injuriously affected by the execution of the Company's works under that Act, or as to works to be made and maintained by the Company for the accommodation of lands adjoining the railways or any of the railways authorised by the Act of 1880, and if necessary or thought expedient to give validity to any such award or awards, and to empower any such arbitrator to make a separate award or separate awards in such cases, and under such circumstances and conditions, as he may think fit, or the Bill may prescribe; to vary or extinguish all rights and privileges which would interfere with the objects of the intended Bill, and to confer other rights and privileges.

And it is intended, so far as may be requisite or desirable for any of the purposes of the Bill, to alter, amend, extend, or, if need be, repeal the provisions, or some of the provisions, of the several local and personal Acts of Parliament following, that is to say: 27 and 28 Vict., cap. 254; 28 and 29 Vict., cap. 220; 31 and 32 Vict., cap. 156; 35 and 36 Vict., cap. 171; 40 and 41 Vict., cap. 226; 42 and 43 Vict., cap. 164; and 43 and 44 Vict., cap. 184; and all other Acts relating to the Company and the Ballyclare Ligoniel and Belfast Junction Railway Act, 1881.

And notice is hereby also given, that on or before the 30th day of November instant, plans and sections of the works proposed to be authorised by the Bill, showing the situations and levels thereof, the plans showing also the lands intended to be taken for the purposes of the Bill, with a book of reference to such plans, and a copy of this notice as published in the Dublin Gazette, will be deposited for public inspection with the Clerk of the Peace for the County of Antrim, at his office at Belfast, in that county, and that on or before the said 30th day of November, a copy of the said plans, sections, and book of reference, together with a copy of this notice as published in the Dublin Gazette, will be deposited for public inspection with the Clerk of the Poor Law Union of Belfast (within which Union the parish of Shankill, otherwise Belfast aforesaid, is included), at his office at Belfast.

Printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December next.

Dated this 15th day of November, 1883.

Geo. Davis, Son and *Co.*, 80, Coleman-street, London, *E.C.*;

Bates and *Davidson*, Royal Avenue, Belfast;

Solicitors for the Bill.

J. C. Rees, 13, Great George-street, Westminster, S.W., Parliamentary Agent.