

all necessary powers for effecting the purposes, or some of the purposes following (that is to say):

To deviate laterally from the lines of the intended works to the extent shown on the plans hereinafter mentioned, and to deviate vertically from the levels shown on the sections hereinafter mentioned.

To cross, stop up, alter, remove, divert, or otherwise interfere with, either temporarily or permanently, all roads, highways, footpaths, streets, railways, tramways, canals, aqueducts, streams, rivers, bridges, ferries, wharves, quays, landing-places, landing-stages, markets, market-places, sewers, drains, culverts, ways, and water-courses within or adjoining to the aforesaid parishes, townships, extra-parochial and other places, or any of them, which it may be necessary or convenient to cross, stop up, alter, divert, or interfere with, for the purposes of any of the intended works aforesaid or of the Bill.

To reclaim, enclose, and appropriate so much of the bed and shore of the River Thames as lies to the northward of the intended shorewall or embankment to be authorised by the Bill.

To purchase by compulsion or by agreement, for the purpose of the intended works, and of the extension, enlargement, alteration, and improvement of Billingsgate Market aforesaid, and other the purposes of the Bill, lands, houses, and hereditaments and easements, in or over any lands, houses, and hereditaments, and the Bill will vary or extinguish any rents or privileges connected with such lands, houses, and hereditaments, or in or over the foreshore, bed, bank, and soil of the River Thames, which it may be necessary or convenient for the purposes of the Bill to vary or extinguish.

To purchase and take the whole or a part only (as the Company may think fit) of any house, building, wharf, or other property, any part of which may be required for the purposes of the Bill.

To levy tolls, rates, and duties upon or in respect of the said intended railway and works, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties.

And it is further proposed by the Bill, to vest in the mayor, aldermen, and commons of the city of London (hereinafter referred to as "the Corporation"), upon such terms, pecuniary or other, as may be agreed between the Company and the Corporation, or as may be defined by the Bill, all or some of the lands, houses, and hereditaments, which may be purchased or acquired by the Company, under the powers of the Bill, in connexion with the intended extension, enlargement, alteration, and improvement of Billingsgate Market aforesaid, and to enable the Corporation to take, levy, and receive tolls for the use, and in respect of the fish market at Billingsgate, as proposed to be extended, enlarged, altered, and improved, under the powers of the Bill.

And it is proposed by the Bill to enable the Company on the one side, and the Corporation and the Metropolitan Board of Works (hereinafter called the "Board") or either of them, on the other side, to enter into and carry into effect contracts and agreements with reference to the construction, maintenance, renewal, repairs, working, and use of the works proposed to be authorised by the Bill, or any of them, or any part thereof respectively, and all incidental matters, and to sanction and confirm any contracts or agreements which have been, or may be, made with reference to any of the matters aforesaid, and to empower the corporation and the Board respectively, to subscribe towards the whole or any part

of the undertaking of the Company, and to apply any of their respective corporate funds for the purposes of any such contract or agreement, or subscription, and to guarantee the payment of dividend or interest upon any shares, stocks, or mortgages of the Company.

To enable the Company on the one hand, and the London, Chatham, and Dover, the London and South Western, the London, Brighton, and South Coast, the South Eastern, the Great Northern, the Great Western, the London and North Western, the Midland, the Great Eastern, the Metropolitan, the Metropolitan District, the North London, the East London, and the North Metropolitan Railway Companies, or any two or more of those Companies on the other hand, to enter into and carry into effect contracts and agreements with reference to the construction, working, use, management, and maintenance by the contracting companies, or some or one of them, of their railways and works, or any part or parts thereof respectively, and the management, regulation, interchange, collection, transmission, and delivery of traffic upon or coming from, or destined for the railways of the contracting companies, or any or either of them, the supply and maintenance of engines, stock and plant, the fixing collection, payment, appropriation, apportionment, and distribution of the tolls, rates, income, and profits arising from the railway and works of the contracting companies, or of any or either of them, or any part or parts thereof respectively, and the rents, rates, rebates, and other parts and allowances to be paid or made by any of the contracting companies, to any others or other of them, and the employment of officers and servants, and to authorise the appointment of joint committees for carrying into effect every or any such contract or agreement as aforesaid, and to confirm and give effect to any contracts or agreements which have been or may be made touching any of the matters aforesaid.

And the Bill will vary or extinguish all rights and privileges which would in any way interfere with its objects, and will confer other rights and privileges.

And it is intended, so far as may be necessary or desirable for any of the purposes of the Bill, to amend the provisions of the several Acts of Parliament following, or some of them, that is to say:—3 and 4 Vict., cap. 131; 10 and 11 Vict., cap. 37; 26 and 27 Vict., cap. 46; 27 and 28 Vict., cap. 61; and 30 and 31 Vict., caps. 1, 3, and 55, relating to the city and corporation of London; the Metropolis Management Act, 1855; the Metropolis Management Amendment Act, 1856; the Metropolis Management Amendment Act, 1862; the Thames Embankment Act, 1862; the Metropolis Improvement Act, 1863; the Thames Embankment Act, 1864; the Whitechapel and Holborn Improvement Act, 1865; and 31 and 32 Vict., caps. 7, 111, and 135, and any other Acts relating to the Metropolitan Board of Works and the local management of the metropolis; 16 and 17 Vict., cap. 132, and all other Acts relating to the London, Chatham, and Dover Railway Company; 4 and 5 William IV., cap. 88, and all other Acts relating to the London and South-Western Railway Company; 5 and 6 William IV., cap. 10, and all other Acts relating to the London, Brighton, and South-Coast Railway Company; 6 William IV., cap. 75, and all other Acts relating to the South Eastern Railway Company; 9 and 10 Vict., cap. 71, and all other Acts relating to the Great Northern Railway Company; 5 and 6 William IV., cap. 107, and all other Acts relating to the Great Western Railway Company; 8 and 9 Vict., cap. 36; 9 and 10 Vict., cap. 204,