

line drawn between the said two perches fixed on the shore; such point of measurement being taken from such last-mentioned straight line between the two perches 330 yards or thereabouts from the most westerly perch; and the stopping up and discontinuance, and appropriation for the purposes of the undertaking of the Company of so much of Within-way as lies to the south-east of the point where the said new road will commence, which new road and discontinued road will be wholly situate in the said township of Hale.

Waters supplying the before-mentioned St. Helen's Canal (New Cut), Ditton Brook, and Steward's Brook, will directly or derivatively flow or proceed into the intended canals and docks, or one of them.

To empower the Company to reclaim, by means of and conterminously with the said embankment or river wall, so much of the foreshore of the River Mersey as is situate on the north-western or land side of the said intended embankment or river wall, in the aforesaid townships of Hale, Halewood, Widnes, and Ditton, and parishes of Childwall, Prescot, and Runcorn, and to use, occupy, and enjoy, or from time to time to sell or lease the land so reclaimed, or any part thereof.

To empower the company to acquire by compulsion or agreement the dock known as Hutchinson's or West Bank Dock, belonging, or reputed to belong to the representatives of John Hutchinson, deceased, situate at West Bank, in the said township of Widnes, and all railways, sidings, quays, wharves, and other conveniences connected therewith, and to vest in the Company all the rights, easements, powers, privileges, and interests of, or belonging to, the representatives of the said John Hutchinson, under or by virtue of any agreements between the said John Hutchinson and the London and North-Western Railway Company relating to the said dock, railways, sidings, quays, wharves, conveniences, and other dock accommodation referred to in the said agreements, or any of them.

To authorise the Company to make and maintain, in connection with the said works respectively, all necessary and convenient piers, jetties, quays, wharves, rails, tramways, and landing-places, warehouses, sheds, and cranes; also all cuts, channels, basins, bridges, towing-paths, and locks, with all sluices, floodgates, and culverts, and all engines, pumps, and wells to be used in connection therewith, and all proper and necessary or incidental stations, sidings, bridges, roads, approaches, and other appliances.

To authorise the Company to deviate laterally from the lines of the intended works to the extent shown on the plans hereinafter mentioned, or to be prescribed by the intended Act, and to deviate vertically from the levels of the said works shown on the sections hereinafter mentioned.

To empower the Company to cross, divert, alter, or stop up, either temporarily or permanently, any roads or highways, aqueducts, sewers, drains, streams, and watercourses which it may be necessary or convenient to cross, divert, alter, or stop up for the purposes of the said works or of the intended Act.

To authorize the Company to purchase, by compulsion or otherwise, lands, houses, and hereditaments within the townships and parishes aforesaid for the purposes of the said works, or for all or any of the purposes of the intended Act, and to vary or extinguish all rights and privileges in any way connected with such lands, houses, and hereditaments.

To authorize the Company to carry on the

business incident to or connected with the ownership of canals, docks; and railways, including the carrying of passengers, animals, and goods, by steam and otherwise, on rivers, canals, and railways, and to levy tolls, rates, dues, wharfage, and other charges on shipping vessels, boats, and other craft, and on passengers, animals, and goods at, upon, or in respect of the intended works and the conveniences connected therewith, and to confer exemptions from the payment of such tolls, rates, dues, wharfage, and other charges.

To empower the Company to appoint and remove lock masters, dock masters, pier masters, and other officers and servants, and to define the limits within which such lock, dock, and pier masters, and other officers and servants may exercise the powers to be conferred upon them by the intended Act.

To authorize the Company to borrow on mortgage and otherwise, and from time to time to re-borrow any moneys for all or any of the purposes aforesaid, upon the security of the intended works, and the tolls, rates, dues, and charges to be authorized by the intended Act.

To enable the Company to convert their shares, or any portion of their shares, into stock, and to create and issue debenture stock.

To empower the Company to make and alter bye-laws for the management, use, regulation, and protection of the intended works; for the regulation and control of the ships and vessels, boats and other craft, persons, animals, and goods frequenting or using the same, and for the imposition of penalties and restrictions.

To provide full facilities for, and for this purpose to require the London and North-Western Railway Company and the Cheshire Lines Committee respectively to receive, book through, forward, accommodate, and deliver on and from their booking offices, railways, and canals, and at the stations, warehouses, and other offices thereof, all traffic of whatever description coming from or destined for the intended canals, docks, or railways, or any of them, upon such terms and conditions, and upon payment of such tolls, rates, and charges as may be agreed upon, or (failing such agreement) as shall be settled by arbitration or defined by the intended Act, and (if need be) to alter the tolls, rates, and charges which the said Railway Company and Committee respectively may receive and take upon their respective undertakings, and to confer exemptions from such tolls, rates, and charges.

The intended Act will vary or extinguish all existing rights, privileges, and exemptions connected with the lands, houses, buildings, waters, and other property proposed to be purchased, taken, used, or interfered with for the purposes of the intended Act, and any other rights and privileges which might in any manner interfere with any of the objects aforesaid, and will confer all powers, rights, and privileges necessary or expedient for effecting those objects or in relation thereto.

The intended Act will alter, amend, extend, and enlarge, and if need be, repeal all or some of the powers and provisions of the several Acts of Parliament relating to or affecting the River Mersey, Hutchinson's or West Bank Dock, the St. Helens Canal, the Sankey Canal, and the several railways and Canals belonging to or under the management or control of the London and North Western Railway Company and the Cheshire Lines Committee respectively, and the several Acts recited or referred to in the before-mentioned Acts respectively, or any of them, and will make other provisions, in lieu of the provisions so repealed, altered, or amended.