

west of the said docks and the bed or shore of the river Thames.

2. A lock and all necessary gates, cills, sluices, works, and conveniences connected therewith, situate wholly in the parish of Greenwich, and constructed in the bed of the river Thames on the south thereof below low water. Such lock and adjunct works will be situated within the area bounded as follows:—An imaginary line drawn for a distance of 90 yards or thereabouts in a direct north direction from the north-west angle of the Ship Tavern at Greenwich, in the county of Kent, and thence drawn for a distance of 220 yards or thereabouts in an easterly direction, and parallel with the front line of Greenwich Pier, and thence continued for a distance of 110 yards or thereabouts in a south-easterly direction to the north-east angle of King Charles's quarter of the Royal Hospital at Greenwich, and thence drawn in a westerly direction for a distance of 260 yards or thereabouts to the commencement of the first before-mentioned imaginary line.

3. A lock and all necessary gates, cills, sluices, works, and conveniences connected therewith, wholly situate in the parish of All Saints', Poplar, in the county of Middlesex, and constructed in the bed of the Thames on the north side thereof below low water, and opposite the works last described. Such lock and adjunct works will be situate within the area bounded as follows:—Where an imaginary line drawn for a distance of 100 yards or thereabouts in a south-easterly direction from the south-western angle of the Victoria Ironworks, in the parish of All Saints', Poplar, intersects a line, drawn for 100 yards or thereabouts in a north-westerly direction from the south-eastern angle of the said Victoria Ironworks, thence for a distance of 220 yards or thereabouts in an easterly direction, and parallel with the line of low water, and thence continued direct north for a distance of 85 yards to high-water mark at ordinary spring tides, and thence drawn in a north-westerly direction for a distance of 227 yards or thereabouts to the commencement of the first before-mentioned imaginary line.

4. A weir, with all necessary sluices, ladders, bridges, conveniences, and works connected therewith, situated in the parish of Greenwich, in the county of Kent, and in the parish of All Saints', Poplar, in the county of Middlesex, and constructed in the bed and foreshores of the river Thames. Such weir to commence at a point in the river Thames, in the parish of Greenwich, below low water, on the south side thereof, and which point is 90 yards or thereabouts, measured in a direct north direction, from the north-west angle of the Ship Tavern aforesaid, and passing nearly parallel to the line of low water in a westerly direction, for a distance of 300 yards or thereabouts, and thence in a direct north direction for a distance of 133 yards or thereabouts, and thence in an easterly direction for a distance of 250 yards or thereabouts, and to terminate at a point in the river Thames, in the parish of All Saints', Poplar, below low water on the north side thereof, where a line, drawn for 100 yards or thereabouts in a south-easterly direction, from the south-west angle of the Victoria Ironworks aforesaid, intersects a line drawn for 100 yards or thereabouts in a north-westerly direction from the south-east angle of the said Victoria Ironworks.

5. Two swing or turn bridges, across the said two last-mentioned locks, with roadways and approaches thereto, for the passage of vehicles,

wagons, carts, foot passengers, animals, and things, with all necessary works and conveniences connected therewith; the said road to commence at a point in the centre of King William-street, in the parish of Greenwich, opposite to the north-east angle of the Ship Tavern aforesaid, and to terminate in the parish of All Saints', Poplar, at a point in the centre of the Wharf-road where it intersects a line drawn in and along the centre of Johnson-street, and which bridges, roadways, approaches, works, and conveniences will be made, or pass from, in, through, or into the parishes and extra-parochial and other places following, or some of them, that is to say: Greenwich, All Saints', Poplar, Cubitt Town, Millwall, and the Isle of Dogs. To make and maintain a bridge across the river Thames, with all necessary works and conveniences, to commence at the north wall of the proposed lock in the parish of Greenwich, and to terminate at the south wall of the proposed lock in the parish of All Saints', Poplar.

6. To establish a steam ferry across the river Thames, with all necessary appliances, works, and conveniences, roadways and approaches connected therewith, for the passage of wagons, carts, foot passengers and things, to commence at Ratchiff-stairs, in the parish of St. Dunstan, Stepney, in the county of Middlesex, and to terminate at Globe-stairs, in the parish of St. Mary, Rotherhithe, in the county of Surrey.

7. To establish a steam ferry across the river Thames, with all necessary appliances, works, and conveniences, roadways and approaches connected therewith, for the passage of wagons, carts, foot passengers, and things, to commence at Phoenix Wharf, in the parish of St. John's, Wapping, in the county of Middlesex, and to terminate at Prince's Stairs in the parish of St. Mary, Rotherhithe, in the county of Surrey.

8. To establish a steam ferry across the river Thames, with all necessary appliances, works, and conveniences, roadways, and approaches connected therewith, for the passage of wagons, carts, foot passengers, and things, to commence at Granite Steam Wharf, in the parish of St. John's, Wapping, in the county of Middlesex, and to terminate at Norway Wharf, in the parish of St. Mary Magdalen, Bermondsey, in the county of Surrey.

9. To establish a free steam ferry in the parish of All Saints', Poplar, across the proposed new cut or channel, with all necessary appliances, works, and conveniences, roadways, and approaches connected therewith, for the passage of vehicles, wagons, carts, foot passengers, animals and things to commence at the wall on the north side of the northern lock at the Limehouse entrance of the West India Docks, and to terminate at the wall on the south side of the southern lock at the Limehouse entrance to the south dock of the West India Docks.

10. The diversion of the Millwall Branch Line of the Great Eastern Railway Company from a point in the centre of the said railway where it passes over the south wall of the lock leading from the West India Dock Basin to the Import Dock of the West India Dock, and terminating in the centre of the said railway at a point measured 100 yards or thereabouts in a southerly direction from where the said railway passes over or across the south wall of the south dock of the West India Docks, all in the parish of All Saints', Poplar.

11. To construct a deviation railway commencing at the first before-mentioned point, and terminating at the last before-mentioned point, and carried over the before-mentioned new deep