

houses, sheds, buildings, engines, pumps, machinery, hydraulic and other lifts and cranes, drops, staithes, tips, railways, tramways, rails, junctions, sidings, turn-tables, signals, roads, approaches, works, and appliances which may be necessary or convenient for or incidental to the before-mentioned works or any of them; and between Howley Weir, in Warrington, and Hunt's Bank, aforesaid, to remove, alter, lengthen, curtail, raise or lower any cuts, canals, weirs, banks, drains, sluices, locks, channels, water-courses, bridges, arches, culverts, pipes, sewers, and drains, and such other works as it may be necessary or convenient so to deal with in connection with and for the purposes of the works by the said Bill to be authorised.

11. To authorise the Company to divert into and impound in the intended new ship canal, channels, cuts, docks, and works, and in the areas included between the southern or Cheshire bank of the said estuary and of the River Mersey and the embankments 1A, 1B, 1C, 1D, 1E, 1F, 1G, and 1H, respectively, the waters of the said estuary and of the Rivers Mersey, Irwell, Weaver, Gowy, and Bollin, and of the Mersey and Irwell Navigation, the Holpool Gutter, Pool Hall Brook, Red Brook, Glazebrook, Marsh Brook, Morris Brook, Bent-lane Brook, Boyle Brook, Salt Eye Brook, Walton Mill Brook, Grange Mill Brook, and Lumb Brook, the Runcorn and Latchford Canal, Butchers' Field Cut, and Stickings Cut, and all other waters under the control of the said Company of Proprietors, or of the Bridgewater Navigation Company (Limited), as their successors or assigns, or to which they, or either of them, have any right; and to enter upon, take, and use the bed, channel, and banks of the said estuary, rivers, cuts, channels, canal, and navigation, where the same may be coincident with, or intersected by, the line of the intended works, and to supersede and discontinue the use, for the purposes of navigation, and to fill in and level so much of the present course or channel of the River Irwell, between Throstle Nest and its junction with the River Mersey, and of the River Mersey between that point and Woolston Weir, and of the said Runcorn and Latchford Canal, and of the cuts and channels connected therewith respectively, as may be rendered unnecessary by the construction of the intended works, or any of them.

12. To authorise the Company for the purposes of, and in connection with, the construction and maintenance of the several works hereinbefore described or referred to, to exercise the powers usually conferred on Railway Companies, for the construction and maintenance of railways, and especially the powers granted by Section 16 of "The Railways Clauses Consolidation Act, 1845," and to cross, open, or break up, cut through, divert, raise, lower, alter, stop up, or interfere with, either temporarily or permanently (and, if permanently, to appropriate the site and soil thereof, and to extinguish all rights of way thereover), streets, roads, highways, footpaths, railways, tramways, rivers, streams, water-courses, drains, culverts, sewers, gas and water mains and pipes, telegraphic, telephonic, electric, and other wires, pipes, and apparatus, and other works, so far as may be necessary for the purposes of the said intended works and of the Bill, and for the same purposes to deviate laterally and vertically to any extent from the lines and levels of the works as shown on the plans and sections to be deposited as hereinafter mentioned.

13. To authorise the Company, between the

commencement of Work No. 2 and the termination of Work No. 3, and as incidental to the foregoing works, to alter, vary, and reconstruct all or any of the bridges over the Rivers Mersey and Irwell, or either of them, and, if thought fit, to substitute opening for fixed bridges, and to remove all bridges rendered unnecessary by reason of the construction of substituted bridges or ferries, and to empower the Company, and the Authority in whom any bridge within such limits is vested, or who is liable for the repairs thereof, to enter into and fulfil contracts for or in relation to any matters in this paragraph mentioned, or the construction, maintenance, or repair of any such bridge.

14. The Bill will extinguish all rights of way over, and will or may vest in the Company the site and soil of the portions of roads and foot-paths rendered unnecessary by reason of any diversions thereof, or which are shown on the said deposited plans, as intended to be stopped up, or which are included within the limits of the land shown on the deposited plans as intended to be taken compulsorily, and which shall be so taken, or which they are in any way authorised to stop up, and will provide for the maintenance and repair of the proposed new roads, and will or may authorise the Company to enter into and fulfil contracts and agreements with the Road Authority, or any person or persons interested therein with relation to the matters aforesaid, and will or may confirm any agreement which may have been, or which, during the progress of the Bill, may be so entered into, and will or may authorise any such Authority for such purpose to apply their funds and rates and levy new rates.

15. To authorise the Company from time to time to purchase, take on lease, or otherwise acquire, compulsorily, or by agreement, lands, houses, buildings, mills, warehouses, sheds, wharves, foreshore, and other property, and easements thereover, thereunder, or in respect thereof, and to vary and extinguish such rights of way, manorial, commonable, and other rights and privileges as it may be necessary or expedient to vary or extinguish for any of the purposes of the Bill, and particularly to purchase, or otherwise acquire, compulsorily or by agreement, the following lands, buildings, houses, and property, in addition to those required for the purposes of the said works, that is to say:—

(a) Land, warehouses, mills, yards, wharves, dwelling-houses, public-houses, shops, stables, workshops, offices, engine-houses, sheds, and portion of the Manchester and Salford Junction Canal, situate in the parish and township of Manchester, and bounded on the north-westerly side by the River Irwell, on the north-easterly side by Albert-place, on the south-easterly side by Water-street, and on the south-westerly side by the street leading from Water street to Prince's Bridge.

(b) Land, warehouses, yards, dwelling-houses, stables, workshops, offices, engine-houses, sheds, wharves, basins, dockyard, and portion of the said Manchester and Salford Junction Canal, bounded on the north by Quay-street, on the east by Atherton-street, on the south by Charles-street, and on the west by Water-street, and also the portion of the said Manchester and Salford Junction Canal, situate between Charles-street aforesaid, and the Central Station of the Cheshire Lines Committee in Manchester, together with the tunnel through which such canal passes, and all the properties of the Company of Proprietors of the Mersey and Irwell Naviga-