

declared by the Company to be forfeited, and for regulating the conduct of persons so licensed; for regulating the times and manner of paying, and the places for payment of the tolls, rates, and charges for the use of the said ship canal, and any channel leading thereto, docks, lay-byes, locks, railways, tramways, warehouses, transit and other sheds, works, and appliances of the Company, and for the use of tug-boats, whether of the Company or otherwise.

27. To authorise and require the Company from time to time to pay, or contribute towards, the expenses of the Commissioners for the conservancy of the River Mersey, and the salary and expenses of the Acting Conservator, Clerks of the Peace, and other officers and persons employed in the execution of the powers and provisions of the Local and Personal Act, 5 and 6 Vic., c. 110, and towards the expenses of the Upper Mersey Navigation Commissioners, under the Upper Mersey Navigation Acts 1876 and 1879, such sums as may be fixed in the Bill or prescribed by Parliament.

28. To enable the Company on the one hand and the Bridgewater Navigation Company (Limited), the Company of Proprietors of the Rochdale Canal, the Company of Proprietors of the Leeds and Liverpool Canal, and the Trustees of the River Weaver Navigation in respect of their navigations, the London and North-Western Railway Company, the Lancashire and Yorkshire Railway Company, the Manchester, Sheffield, and Lincolnshire Railway Company, and the North Staffordshire Railway Company, in respect of their railways and canals, and the London and North-Western and the Great Western Railway Companies in respect of their joint railways, and the Cheshire Lines Committee in respect of their railways, and every or any of those Companies, and the said Committee on the other hand, from time to time to enter into and fulfil agreements with respect to the interchange, accommodation, and conveyance of traffic coming from or destined for the respective undertakings of the contracting Companies, or Committee, the payments for drawbacks or rebates on, and the division and appropriation of the revenue arising from that traffic, and to authorise the appointment of a joint Committee or joint Committees for carrying into effect any such agreement as aforesaid, and to confirm any agreement which previously to the passing of the Bill may have been or may be made touching any of the matters aforesaid.

29. To provide for the transfer to a body of trustees or commissioners, of the undertaking, rights, powers, privileges, and duties of the Company, in such circumstances, and upon such terms and conditions as may be contained in the Bill or prescribed by Parliament, and to make provision for payment to the Company of any sums payable to them as the consideration for such transfer; and the Bill will or may provide further for the constitution of such trustees or commissioners, and for constituting all or some of the directors of the Company, at the time of such transfer, a portion of such trustees or commissioners.

30. To empower the Company on the one hand, and any Municipal Sanitary Highway or Local Authority, and any Company, and the owners, lessees, and occupiers of any lands taken under or affected by the powers of the Bill, on the other hand, to enter into, and fulfil, contracts and agreements for, or in relation to, the execution of any works, the construction and maintenance of any roads or footpaths, and the taking of any lands in or by which they may respectively be

interested or affected, and to enable any such authority to provide the necessary funds for the purpose by borrowing and by the levying of rates, or by either of those means, and the Bill will or may confirm any such contract or agreement which may already have been or which may at any time hereafter be entered into for or in relation to any of the matters aforesaid.

31. To enable the Company, notwithstanding anything contained in "The Companies Clauses Consolidation Act, 1845," to pay out of the capital or any of the funds of the Company, interest or dividends on any shares or stocks of the Company.

32. To authorise and empower the Municipal Corporation of any Borough in Lancashire or Cheshire on the one hand, and the Company on the other hand, to enter into and fulfil contracts and agreements with reference to the execution of all or any of the works proposed to be authorised, and the contributing to the costs of the intended Act, and for those purposes or either of them, to expend their funds, rates, and revenues, and to borrow money on security thereof.

33. To constitute the expenses of and incidental to the promotion of the Manchester Ship Canal Bills of Sessions 1883 and 1884 part of the costs of the intended Act, and to authorise the Company to repay with interest all or any of the sums subscribed to the Parliamentary Funds provided to meet such expenses and costs respectively.

34. The Bill will vary or extinguish all rights and privileges inconsistent with, or which would or might in any way interfere with, its objects, and will confer other rights and privileges, and will or may incorporate with itself, subject to such modifications and exceptions as the Bill may provide, the provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Companies Clauses Act, 1869," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Railways Clauses Consolidation Act, 1845," "The Railways Clauses Act, 1863," "The Harbours, Docks and Piers Clauses Act, 1847," and will or may, so far as may be necessary, alter, amend, extend, and repeal the provisions of the following, among other Local Acts, namely:—7 George I., c. 15, 34 George III., c. 37, 6 and 7 William IV., c. 115, 3 Vict., c. 15, "The Cheshire Lines Act, 1872," and "The Cheshire Lines Act, 1875." and any other Acts directly or indirectly relating to or affecting the Company of Proprietors of the Mersey and Irwell Navigation, or their undertaking; 32 Geo. II., c. 2, and any other Act directly or indirectly affecting the Bridgewater Canals; 34 Geo. III., c. 78, and any other Act directly or indirectly affecting the Rochdale Canal; 45 Geo. III., c. 4, and any other Act directly or indirectly affecting the Manchester, Bury and Bolton Canal Navigation; 32 Geo. III., c. 84, and any other Acts directly or indirectly affecting the Manchester, Ashton-under-Lyne and Oldham Canal; 16 and 17 Vict. c. 37, and any other Act directly or indirectly affecting the Runcorn and Weston Canal; 59 Geo. III., c. 105, and any other Act directly or indirectly affecting the Company of Proprietors of the Leeds and Liverpool Canal or their undertaking; 1 Wm. IV., c. 55, and any other Act directly or indirectly affecting the Company of Proprietors of the North Staffordshire Canal or their undertaking; 7 Geo. I., c. 10, and any other Act directly or indirectly affecting the Trustees of the River Weaver Navigation or their undertaking; 9 and 10 Vict., c. 322, and any other Act directly or indirectly affecting the Shropshire Union Railways and