

pier, or wharf of the Company, but without entering any of the docks.

4. To provide for the enforcing of penalties imposed by section 6 of the Hull Docks Act, 1883.

5. To make further provision to prevent the defrauding of the Company by evading or attempting to evade the payment of tolls, dues, rates, or duties.

6. To alter sections 40 and 41 of the Act intituled "An Act for better regulating the pilotage of the port of Kingston-upon-Hull, and of the river Humber, and for other purposes relating thereto" (2 and 3, William IV., cap. 105. hereinafter referred to as the Humber Pilotage Act), so as to provide that pilotage shall cease to be compulsory at the entrance of any of the docks.

7. To empower the Company to demand and take additional dues, rents, and charges for vessels remaining in any dock of the Company beyond four weeks, or such other time as may be defined in the Bill or prescribed by Parliament, and to remit a portion of the dues in respect of vessels entering any such dock for the purpose of repairing, refitting, or lying up.

8. To empower the Company within their maximum statutory tolls, dues, rates, and duties to charge any such tolls, dues, rates, and duties as they may deem fair and reasonable and from time to time appoint.

9. To transfer or to provide for the transfer of the undertaking, lands, docks, warehouses, buildings, sheds, railways, tramways, real and personal property, rights, powers, privileges, and authorities of the Company (hereinafter referred to as the "Dock Undertaking"), to the Manchester, Sheffield and Lincolnshire, the Lancashire and Yorkshire, the North Eastern, and the London and North Western Railway Companies, or to any one or more of those Companies (hereinafter referred to as "the Railway Companies or Company"), for such consideration, secured in such manner, and generally upon such terms and conditions as may have been or as may be agreed on between the Company and the Railway Companies or Company, or as may be fixed by the Bill; and to provide for the contracts, debts, liabilities, and obligations, the distribution of the assets, the winding up of the affairs, and the dissolution of the Company, and to enable Trustees holding any shares, stock, or obligation of the Company to accept therefor and hold any money, shares or stock to which they may be entitled as part of such consideration.

10. To empower the Railway Companies or Company to take a lease of, or by agreement with the Company to maintain, use, and work the dock undertaking, or any part or parts thereof, either in perpetuity or for any term of years, at such rent or annual or other payment fixed or contingent, or partly fixed and partly contingent, and generally upon such terms and conditions as may have been or may be agreed on between the Company and the Railway Companies or Company, or as may be fixed in and by the Bill, and to enable the Company to grant such lease.

11. To empower the Railway Companies or Company so purchasing, leasing, maintaining, working, or using the dock undertaking, or any part thereof, to enjoy and exercise all or any of the rights, powers, privileges, and authorities of the Company (including the right to levy tolls, dues, rates, and charges) subject to any modifications which may be contained in the Bill or prescribed by Parliament.

12. To empower the Company on the one hand, and the Railway Companies or Company on the other hand, from time to time to enter into and fulfil contracts and agreements for and in relation to such transfer, leasing or maintaining, using and working, and to confirm and, if thought fit, to vary any such contracts or agreements as may have been or as during the progress of the Bill may be entered into touching the matters in the last three preceding paragraphs mentioned.

13. To enable the Railway Companies or Company for the purposes of and in relation to such transfer, leasing, maintenance, working and using, and for the carrying on of the dock undertaking or part thereof, to apply their existing funds and any moneys they are already authorized to raise, and to raise additional capital by all or any one or more of the following methods, that is to say, by the creation and issue of new shares or stock (with or without any guarantee, preference, priority, or contingency of dividend), by borrowing on mortgage, and by the creation and issue of debenture stock, and to secure any such loan, debenture stock or guaranteed and preference shares on their undertaking (with or without the dock undertaking or any part thereof, or the revenue thereof), or to constitute such additional capital or any part thereof a separate capital secured as aforesaid or otherwise.

14. To levy new, and alter existing tolls, rates, dues, duties, and charges and confer and vary exemptions therefrom respectively.

15. And the Bill will extinguish or vary all rights and privileges which would interfere with any of its objects, and confer other rights and privileges, and will repeal, alter and amend, and extend the necessary provisions of the following among other local and personal Acts, that is to say, the Kingston-upon-Hull Dock Act, 1774; the Kingston-upon-Hull Dock Act, 1802; the Kingston-upon-Hull Dock Act, 1805; the Kingston-upon-Hull Dock Act, 1844; the Kingston-upon-Hull Dock Act, 1845; the Kingston-upon-Hull Dock Act, 1847; the Kingston-upon-Hull Dock Act, 1849; the Hull Dues Act, 1852; the Kingston-upon-Hull Dock (Amendment) Act, 1854; Hull Docks Act, 1861; Hull Docks Act, 1864; Hull Docks Act, 1866; Hull Docks Act, 1867; Hull Docks Act, 1873; the Hull Docks Act, 1877; and the Hull Docks Act, 1883; and all other Acts relating directly or indirectly to the Company; the Humber Pilotage Act; 12 and 13 Vict., cap. 81; the Manchester, Sheffield, and Lincolnshire Railway Act, 1878; and all other Acts relating directly or indirectly to the Manchester, Sheffield, and Lincolnshire Railway Company; 1 and 2 Will. IV., cap. 60; the Lancashire and Yorkshire Railway (Extension of Time, &c.) Act, 1868; and all other Acts, relating directly or indirectly to the Lancashire and Yorkshire Railway Company; 17 and 18 Vict., cap. 211; the North Eastern Railway Company's (Pelaw and other Branches) Act, 1865, and all other Acts relating directly or indirectly to the North Eastern Railway Company; and 9 and 10 Vict. cap. 204, and all other Acts relating directly or indirectly to the London and North Western Railway Company; and will or may incorporate with itself, with or without variation, all or some of the provisions of the Harbours, Docks, and Piers Clauses Act, 1847; the Companies Clauses Consolidation Acts, 1845, 1863 and 1869; Part III. (working agreements) and Part V. (amalgamation) of the Railways Clauses Act, 1863, and the pro-