

of engines, stock, and plant, the fixing, collection, payment, division, appropriation, and distribution of the tolls and other income and profits arising therefrom, and the employment of officers and servants.

24. To empower the London and North Western Railway Company, the North London Railway Company, the Midland Railway Company, the Great Northern Railway Company, the Metropolitan Railway Company, the Eastern Counties Railway Company, and the London and Blackwall Railway Company, or any or either of them, to appoint directors in the Canal Company, and to take and hold shares in the Canal Company, and to subscribe towards the proposed undertaking of the Canal Company, or any part thereof, and to guarantee to the Canal Company such interest, dividend, annual or other payments, as may be agreed upon between them, and to raise further capital for those purposes by the creation of new shares or stocks in their respective undertakings, with or without any preference or priority, in payment of interest or dividend or other privileges attached thereto, and to borrow further moneys.

25. To ratify and confirm certain articles of agreement dated the 8th of December, 1852, made between the trustees of the River Lee and the Canal Company, whereby it was agreed (amongst other things) that the bridge in the line of the Commercial-road over the Limehouse Cut of the River Lee, which the trustees were empowered to build under the provisions of "The Lee Navigation Improvement Act, 1850," should be built for the trustees by and at the expense of the Canal Company; that a lock and wing walls should be constructed by and at the expense of the Canal Company in the Limehouse-cut, at the point where that cut is crossed by the line of the Commercial-road; that there should be constructed by and at the expense of the Canal Company a communication for barges and boats from that part of the Limehouse-cut of the Lee navigation, which then lay between the line of the London and Blackwall Railway Company and the River Thames, into the Regent's Canal Basin; that so soon as the last-mentioned bridge and lock should have been completed, and the communication should have been opened, the water way, wing walls, towing path, and land therein mentioned (forming part of or connected with such Limehouse-cut), then belonging to the trustees (except as therein mentioned) should as between the trustees and the Canal Company be considered the property of the Canal Company, which was to have for its own use the tolls receivable under the provisions of the several acts relating to the River Lee navigation for traffic upon or over the same, and that the powers of the trustees, with reference to the purchase of land or other property, and to the improvement of the channel of the River Lee, and to the level of the water thereof, and to the removal of locks and other works, and to the construction of new locks and other works upon the River Lee, so far as regarded the exercise of the same powers, or any of them, between the site of the before mentioned lock and the River Thames, and with reference to the taking of tolls on that portion of the Lee navigation which was so to become the Canal Company's property should as between the trustees and the Canal Company be considered as transferred to and vested in, and exercisable by the Canal Company, and by which agreement certain arrangements as to traffic, tolls, and water were also entered into between the trustees and the Canal Company.

26. Also to vary or extinguish all the rights,

and privileges of the Trustees of the River Lee, and all persons using the navigation of the River Lee, so far as such rights, powers, and privileges relate to that part of the Limehouse-cut of the River Lee, which is situated between the point at which the cut is crossed by the line of the Commercial-road and the River Thames at Limehouse, and for extinguishing the right of the trustees to take tolls, rates, or duties upon that part of the cut lastly hereinbefore described.

27. To relinquish and stop up so much of the Limehouse-cut of the River Lee navigation as lies between the eastern side of the channel or communication connecting such cut with the Limehouse Basin and the River Thames, and to remove and discontinue the use of the lock leading from such cut into the River Thames.

28. To enable the Canal Company to levy tolls, rates, and duties upon, for, and in respect of, so much of the Limehouse-cut of the River Lee as is situated between the point at which it is crossed by the line of the Commercial-road and the channel or communication between such cut and the Limehouse Basin, and to alter the existing tolls, rates, and duties thereon, and to confer or extinguish exemptions from payment of such tolls, rates, and duties.

29. And it is further proposed by the intended bill to alter, amend, extend, and enlarge, so far as may be necessary, or to repeal the powers and provisions of the following acts relating to the Canal Company or their undertaking, that is to say (local and personal), 52 Geo. III, cap. 195; 53 Geo. III, cap. 32; 56 Geo. III, cap. 85; 59 Geo. III, caps. 66 and 111; 1 and 2 Geo. IV, cap. 43; 7 Geo. IV, cap. 140; 5 and 6 William IV, cap. 95; 14 and 15 Vict., cap. 32; and 18 and 19 Vict., cap. 95.

30. Also the following acts relating to the Hertford Union Canal, that is to say (local and personal), 5 Geo. IV, cap. 47: and 18 and 19 Vict., cap. 95.

31. Also the following acts relating to the Grand Junction Canal Company, that is to say the 33 Geo. III, cap. 80; and 35 Geo. III, cap. 43.

32. Also the following acts relating to the London and North Western Railway Company, that is to say (local and personal): 8 and 9 Vict., caps. 36, 37, 43, 105, 111, 112, 123, 156, and 198; 9 Vict., cap. 67; 9 and 10 Vict., caps. 80, 82, 152, 182, 184, 192, 193, 204, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 323, 324, 328, 331, 359, 368, 369, 380, and 396; 10 and 11 Vict., caps. 73, 107, 114, 118, 120, 121, 131, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, and 294; 11 and 12 Vict., caps. 58, 60, and 130; 12 and 13 Vict., cap. 74; 13 and 14 Vict., cap. 36; 14 Vict., cap. 28; 14 and 15 Vict., cap. 94; 15 Vict., caps. 98 and 105; 16 and 17 Vict., caps. 97, 110, 157, 160, 161, 205, 216, and 222; 17 and 18 Vict., caps. 201 and 204; 18 and 19 Vict., caps. 172 and 194; 19 and 20 Vict., caps. 52, 69, and 123; 20 and 21 Vict., caps. 64, 98, and 108; 21 and 22 Vict., caps. 130 and 131; 22 and 23 Vict., caps. 1, 2, 5, 88, 113, 124, 126, and 134; and 23 and 24 Vict., caps. 77 and 79.

33. Also the following Acts relating to the North London Railway Company, that is to say (local and personal): 9 and 10 Vict., cap. 396; 13 and 14 Vict., cap. 36; 16 and 17 Vict., cap. 97; 17 and 18 Vict., cap. 80; 22 Vict., cap. 35; and 23 and 24 Vict., caps. 14, 52, and 67.

34. Also the following acts relating to the Midland Railway Company, that is to say (local and personal):—7 and 8 Vict., caps. 18 and 59; 8 and 9 Vict., caps. 38, 49, 56, 90, and 181; 9