

tolls, rates, or duties upon or in respect of the said railways and works, and to alter existing tolls, rates, or duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges.

And it is proposed by the said Bill or Bills to empower the said company or companies to be thereby incorporated to let on lease, sell, or transfer the said intended railways and works, or any part of the same, or the tolls thereof, to a projected company for making a railway from Andover to Southampton, or any other railway company, now or hereafter to be incorporated, or other persons with whose line the said intended railways and works may unite, and to carry into effect and confirm any agreements or arrangements made, or hereafter to be made, with such company, or any such other companies or persons aforesaid, in any manner relating to the said intended railways and works, and the traffic thereof; and to delegate to the said company, or such other companies or persons as aforesaid, the execution of all or any of the powers of the said intended Bill or Bills; and to authorise the said company, or other companies or persons as aforesaid, out of their corporate or other funds, and either jointly or severally, to take shares in and subscribe for or towards the making, maintaining, working, and using the said intended railways and works, or any part thereof, or to purchase, rent, work, or construct the said intended railways and works, or any part of the same, and to take tolls and duties upon or in respect thereof, and to raise money for the purposes aforesaid.

And it is further proposed by the said Bill or Bills to authorise the union and amalgamation of the company or companies hereby proposed to be incorporated, or the subscribers to the said undertaking, with the said company, for making a railway from Andover to Southampton, or any such other company as aforesaid, upon such terms and conditions as may be mutually agreed upon, and to authorise the company to be formed by such union or amalgamation to use and work the said railways and works, and to take tolls in respect thereof.

Dated this eighth day of November 1845.

*Bolton, Merriman, and Dunning,*  
25, Austin Friars, London.

*Mackay and Girdlestone,* Southampton; *Harry Footner,* Andover.

St. Ives, Wisbech, Spalding.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill or Bills to incorporate a company or companies, and to give to such company or companies power to make and maintain a railway, with all proper works, stations, bridges, wharfs, quays, warehouses, communications, approaches, and other conveniences connected therewith, to commence at or near Saint Ives, in the parish of Saint Ives, in the county of Huntingdon, by a junction in the said parish with the line of the Ely and Huntingdon Railway, as authorised by Parliament to be made, or by an independent terminus in the said parish, and to terminate at or near the Boston turnpike-road, in Spalding, in the parish of Spalding, in the parts of Holland, in the county of Lincoln; and also a branch railway, to commence at and diverge from and out of the said last-mentioned railway, in the parish of Saint Ives aforesaid, and to terminate at or near the

parish of Fendrayton otherwise Fenny-Drayton, in the said county of Cambridge, with a junction there with the intended line of the Cambridge and Huntingdon line of the Eastern Counties Railway, authorised by Parliament to be made. And also another branch railway, to commence and diverge from and out of the said main line of the said railway at or near the borough of Wisbech, in the parish of Wisbech, Saint Peter, in the county of Cambridge, by a junction with the first-mentioned line of railway, in the said parish of Wisbech, Saint Peter, and to terminate at or near a certain mill, called Bell's Mill, in the borough of Wisbech, in the parish of Wisbech, Saint Peter aforesaid. And also another branch railway, to commence at and diverge from and out of the said last-mentioned intended railway at Spalding, in the parish of Spalding aforesaid, and to terminate at or near the Bourn turnpike-road, in Spalding, in the said parish of Spalding. And also one other branch railway, to commence at and diverge from and out of the main line of the said intended railway in the parish of Spalding aforesaid, and to terminate at or near Long Sutton, in the parish of Sutton Saint Mary, in the said county of Lincoln, or at some intermediate point which said line of railway and branches will pass from, in, through, or into the several parishes, townships, and extra-parochial, and other places following, or some of them; (that is to say), Hemingford Grey, Hemingford Abbots, Fenstanton, Saint Ives, Holywell, Needingworth, Holywell-cum-Needingworth, Old Hurst, Wood Hurst, Bluntisham, Earith, Bluntisham-cum-Earith, Colne, Pidley, Pidley-cum-Fenton, Fenton, Somersham, Ramsey, Bury, and Warboys, in the county of Huntingdon; Fenstanton, Fendrayton otherwise Fenny-drayton, Swavesey, Over, Sutton, Mepal, Chatteris, Manea, March, Wimblington, the hamlet of Doddington, the parish of Doddington, Benwick, Copalder, Stonea, Whittlesey Saint Mary, Whittlesey Saint Andrew, Eastrea, Elm, Emneth, Guyhirue, Coldham, Wisbech Saint Peter, the borough of Wisbech, Wisbech Saint Mary, Leverington otherwise Leverington Saint Leonards, Newton, hamlet of Leverington, Parson Drove, Tyd Saint Giles, Waldersea, Turf Fen, Town End, Upwell End Norwood, in the Isle of Ely and county of Cambridge, or both or one of them; Tyd Saint Mary, Sutton Saint Edmunds, Sutton Saint Mary, Sutton Saint James, Gedney Hill otherwise Gedney Fen, Gedney, Fleet, Lutton, Holbeach, Whaplode, Whaplode Drove otherwise Whoplode Fen, Moulton, Moulton Chapel, Weston, parish of Cowbit, parish of Spalding, Fulney, hamlet of Sutton Saint Nicholas otherwise Sutton, in the parts of Holland, in the county of Lincoln; Walsoken, West Walton, and Emneth, in the county of Norfolk.

And in the said Bill or Bills powers will be applied for to make lateral deviations in the construction of the said railways, branches, and works, from the line or lines thereof, as laid down on the plans to be deposited, as hereinafter mentioned, to the extent or within the limits to be shown or defined on the said plans, and to cross, stop up, alter, and divert, whether temporarily or permanently, all such streets, turnpike-roads, parish roads, and other highways, railways, or tramroads, aqueducts, navigable rivers, canals, navigations, and rivers, brooks, streams, and watercourses, within the parishes, townships, townlands, or extra-parochial and other places aforesaid, or some or one of them as may be required to be crossed, stopped up, diverted, varied, or altered, for the purposes of the said railways and branches, or any of them, or the works, stations, and conveniences connected therewith respectively. And also to authorise junctions with any railway or railways at the commencement or termination, or in the line or course of such