

to use the Bedford and Cambridge Station at Cambridge, and the booking offices, watering places, and other works and conveniences at such station, the said running and other powers to be exercised upon such terms and conditions, and subject to such regulations as may be agreed upon between the Company and the Bedford and Cambridge Railway Company, or failing such agreement, as shall be settled by arbitration.

2. A branch railway to join the Sudbury and Clare Railway at Clare, and to commence in the parish of Birdbrook, in the county of Essex, from and out of the said authorized extension to Haverhill, by a double junction with the said extension, one of such junctions to commence in or near a field numbered 36, and the other of such junctions to commence in or near a field numbered 21 on the said deposited plans of the said Haverhill extension. The said branch railway will proceed thence through or into the parishes and places following, or some of them; that is to say: Ashen, otherwise Esse, and Birdbrook, in the county of Essex; Wixoe, otherwise Whixoe, Stoke-by-Clare, Chilton, and Clare, in the county of Suffolk; and terminate in the said parish of Clare, by a junction with the authorized line of the Sudbury and Clare Railway, at the termination thereof, in a field called the Bailey.

3. An extension of the Colne Valley and Halstead Railway, to be wholly situate in the said county of Essex, to commence by a junction or junctions with the existing Colne Valley and Halstead Railway, in the parish of Wakes Colne, at or near the bridge which carries the road to Lane Farm, over the said existing railway, to pass through or into the parishes and places following, or some of them; that is to say: Wakes Colne, Chapple, Aldham, Mount Bures, Great Tey, Fordham, Stanway, West Bergholt, Copford, Lexden, Saint Mary-at-the-Walls (Colchester), Saint Botolph (Colchester), Holy Trinity (Colchester) Saint Peters, Colchester, Bots Tye Green, Friars Barnards, Porters, Eight Ash Green, and Sheppen, and to terminate in the said parish of Holy Trinity, Colchester, and in the parish of Saint Giles, Colchester, or in one of those parishes on the east side of Mill-street, at a point about 90 yards to the south of Butt Windmill.

To purchase lands, houses, and other property compulsorily, for the purposes of the said intended railways and works, and to cross, stop up, and divert all such roads, railways, rivers, navigations, streams, watercourses, sewers, and drains, and to vary and extinguish all such existing rights and privileges as may be necessary in carrying into execution any of the purposes of the Bill, and to levy tolls, rates, and charges for and in respect of the said intended railways and works, and to grant certain exemptions from such tolls, rates, and charges, and to confer other rights and privileges.

It is also intended by the Bill to enable the Company to raise further sums of money by shares, or by stock and by borrowing, and to attach to such shares or stock, and to any shares which are at present unissued, a preference or priority of dividend, and such other advantages as the Bill may define; and the Bill will empower the London and North-Western Railway Company to subscribe towards the cost of constructing the said intended railways, or any or either of them, out of their corporate funds, and if necessary, out of capital which the Bill will authorize them to raise by shares or stock and by loan, with such priority of dividend or other advantage as the Bill may define; and the said Bill will enable the said London and North-Western Railway Company to guarantee the payment of

interest or dividend upon the capital, or any part of the capital to be raised under the powers of the Bill.

The Bill will empower the Company on the one hand, and the said London and North-Western Railway Company on the other hand, from time to time to enter into and carry into effect any agreements with respect to the working, use, management, and maintenance by the London and North-Western Railway Company, of the railways of the Company, or any or either of them, or any part or parts thereof, and the works connected therewith respectively; the payments to be made and the conditions to be performed with respect to such working, use, management, and maintenance; the regulation and management of the traffic on the railways of the Company; the supply of rolling stock and machinery, and of officers and servants for the conduct of such traffic; the interchange, accommodation, and conveyance of traffic coming from or destined for the respective undertakings of the two Companies; and the division and appropriation of the revenue arising from that traffic; and the Bill will authorize the said Companies to appoint joint Committees for carrying into effect any such agreement as aforesaid.

For the purposes aforesaid, and in other respects it is intended to alter and enlarge the powers and provisions of "The Colne Valley and Halstead Railway Act, 1856," and of "The Colne Valley and Halstead Railway (Extension) Act, 1859," relating to the Company; also of the several Acts following, relating to the London and North Western Railway Company; namely: 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., cap. 131; 22 and 23 Vict., caps. 2, 88, and 113; and 23 and 24 Vict., caps. 77, 79, 111, and 183.

The Bill will incorporate with itself the provisions or some of the provisions of "The Companies' Clauses Consolidation Act, 1845," "The Railways Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," and "The Lands Clauses Consolidation Acts amendment Act, 1860."

Duplicate plans and sections describing the lines, situation, and levels of the proposed new lines of railway, and the lands, houses, and other property in or through which they will be made; together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property; also a published map, with the lines of railway delineated thereon, so as to show their general course and direction; and a copy of this notice will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for Essex, at his office in Chelmsford, with the Clerk of the Peace for the county of Cambridge, at his office in Cambridge, and with the Clerk of the Peace for the county of