

Which said intended railway will be situate wholly in the Isle of Ely and county of Cambridge, and within the parishes and places following that is to say, Ely, Soham, and Stantney.

The said Act would confer on the Company the following or some of the following powers, that is to say. To purchase and take by compulsion or otherwise for the purposes aforesaid, or any of them, lands, houses and other property, hereditaments and premises to be so purchased and taken, or which would in any manner impede or interfere with the construction, maintenance or use of the said railway and works, and to confer, vary and extinguish all existing rights and privileges connected with the lands, houses, hereditaments and premises so to be purchased and taken for the purposes of the said railway, and also to close and stop up whether temporarily or permanently, any turnpike or other roads, railways, tramways, streets, paths, passages, aqueducts, rivers, canals, brooks, streams, sewers, water, watercourses, drains and pipes, for the purposes of making and maintaining the said railway or any of the works, approaches, sidings, stations, or conveniences connected therewith respectively. To levy tolls, rates, and duties in respect to the said intended railway, and for the conveyance of traffic thereon, and to alter existing tolls, rates, and duties, and to confer, vary, and extinguish exemptions from payment of tolls, rates and duties.

To enable the Company to run over, work and use with their engines, and arriages, waggons of every description, and their clerks, officers, and servants so much of the Great Eastern Railway as is situate between the junction therewith of the intended railway and the station at Ely, including that station, together with all stations, sidings, watering places, water platforms, approaches, turn-tables and other works and conveniences connected with so much of the Great Eastern Railway as aforesaid with the said stations, upon such terms and conditions, and on payment of such tolls and charges as may be agreed upon, or as in case of difference shall be settled by arbitration.

To make provisions for facilitating the interchange and transmission of all traffic whatsoever to, from and over the said intended railway and works and the said Great Eastern Railway, and for securing through booking to, from and over the said railways respectively, and for fixing, ascertaining, limiting, reducing and settling the tolls, rates and charges to be levied and charged and other terms and conditions to be imposed to for or in respect of any of the purposes aforesaid as may be necessary.

And it is intended so far as may requisite and desirable for any of the purposes of the said intended Act to amend or repeal the provisions or some of them of the several local and personal Acts of Parliament following, that is to say, The Great Eastern Railway Act, 1862, and all other Acts if any relating to the Great Eastern Railway Company.

Notice is hereby further given, that plans and sections in duplicate of the proposed railway and of the land which may be taken under the compulsory powers of the intended Act and a book of reference to the said plans and a published map with the line of railway delineated thereon, showing its general course and direction, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the clerk of the peace for the Isle of Ely at his office at Wisbeach, and with the clerk of the peace for the county of Cambridge, at his office at Cam-

bridge, and a copy of so much of the said plans and sections and book of reference as relates to any parish or extra-parochial place will be deposited in the case of every such parish with the parish clerk thereof at his residence, and in the case of every such extra-parochial place with the parish clerk of some parish immediately adjoining thereto on or before the thirtieth day of November.

Printed copies of the said intended Bill will be deposited in the Private Bill Office of the House of Commons before the twenty-third day of December, 1866.

Dated this 13th day of November, 1866.

Henry Moon, Parliamentary Agent, 7,
Delahay-street, Westminster, S.W.

In Parliament.—Session 1867.

Herne Bay Waterworks.

(Incorporation of Company; Construction of Works; Supply of Water to Herne Bay and neighbourhood).

A PPLICATION is intended to be made to Parliament next session for leave to bring in a Bill to incorporate a Company (hereinafter called "the Company"), and to enable the Company to supply water to the inhabitants and other persons within the parishes and places following, or some of them, that is to say:—Eddington, Herne, Herne-street, and Herne Bay, all in the county of Kent; and powers will be taken in the Bill to enable the Company to construct and maintain the works in the said parish of Herne, and effect the objects hereinafter mentioned, or some of them, that is to say:—

A reservoir (herein called Reservoir No. 1), with all necessary tanks, steam engines, and engine houses, pumps, pipes, machinery, and other works, and all necessary softening basins, filter beds, culverts, approaches, embankments, connecting channels, and other works connected therewith, in a meadow or field there, called the Lower Marsh, or Small Gains, the property of the Reverend Frederick Hopkins, and in the occupation of William Ashbee, to be situate in or near the north-western portion of the said meadow or field, commencing at a point in the north-western corner of the said field, and terminating at a point 6 chains in an easterly direction therefrom.

A reservoir (herein called Reservoir No. 2), with all necessary tanks, steam engines, and engine houses, pumps, pipes, machinery, and other works, and all necessary softening basins, filter beds, culverts, approaches, embankments, connecting channels, and other works connected therewith, situate in a field on the north side of the public carriage road leading from Herne Bay to Beltinge, belonging to Edward Reynolds Collard, Esquire, and in the occupation of John Wootton, and commencing at a point in the said road 24 chains or thereabouts to the east of the toll bar, called Sharper's Hall Gate, on the turnpike road leading from Herne Bay to Canterbury, and extending to the east five chains or thereabouts.

A conduit, or line of pipes (herein called Conduit No. 1), to connect the Reservoir No. 1 with the brook or stream called Ashbee's Brook, commencing in the said brook at a point 8 chains or thereabouts from the gate in the said field near the north-western corner thereof, and terminating by a junction with the said Reservoir No. 1.

A conduit or line of pipes (hereinafter called Conduit No. 2), commencing by a junction with the said Reservoir No. 1, and terminating in the