

videlicet: 50 George 3rd, cap. 125; 7 and 8 Victoria, cap. 106; and the Middle Level Drainage Amendment Act, 1848. The Sutton and Mepal Commissioners Acts, 22 George 2nd cap. 11; 17 George 3rd, cap. 65; 46 George 3rd, cap. 96: the Act relating to Manea and Welney district, 39 and 40 George 3rd, cap. 1; the Acts relating to the South Level, and the districts and levels therein videlicet, 7 and 8 George 3rd, chapter 47, commonly called the South Level Drainage and Navigation Act; 59 George 3rd, cap. 78, Swaffham and Bot-tisham District Act; 39 and 40 George 3rd, cap. 90, and 16 and 17 Victoria, cap. 61, Middle Fen District Act; 47 George 3rd, session 2, cap. 88, and 4 George 4th, cap. 103, Burnt Fen First District Acts; 47 George 3rd, session 2, cap. 1, and 6 and 7 Victoria, cap. 66, Mildenhall Second District Acts; 42 George 3rd, cap. 24, 46 George 3rd, cap. 95 and 12 and 13 Victoria, cap. 7, Feltwell New District and Second District Acts; 54 George 3rd, cap. 177, and 4 and 5 William 4th, cap. 63, Stoke Ferry, Northwold, Wretton, Wereham, West Dereham, Roxham, Fordham, Denver, Downham Market, Wimbotsham, and Stow Bardolph Acts; 39 and 40 George 3rd, cap. 26, and 50 George 3rd, cap. 194, Littleport and Downham District Acts; 50 George 3rd, cap. 128, Cawdle Fen Act; 53 George 3rd, cap. 81, Waterbeach Level Act; 4 and 5 Victoria, cap. 58, Burwell Act; 5 and 6 Victoria, cap. 23, Cottenham, Rampton, and Willingham Act; 7 William 4th, and 1 Victoria, cap. 90, Over Act; 7 and 8 Victoria, cap. 29, and 15 and 16 Victoria, cap. 29, Thetford Acts; 9 and 10 Victoria, cap. 9, Willingham Act; 1 William 4, cap. 26, Hilgay Act; 42 George 3rd, cap. 19, 7 and 8 Victoria, cap. 106, and 14 and 15 Victoria, cap. 8, Downham Market, Wimbotsham, Stow Bardolph, and Denver Acts; 17 and 18 Victoria, cap. 172, Hilgay Great West Fen Act; 17 and 18 Victoria, cap. 188, Methwold Act; and the Norfolk Estuary Act, 1857; and any other Acts relating to those levels and districts, or any or either of them, and to alter rates and taxes authorized to be levied by such Acts, or any or either of them.

Printed copies of the intended Bill will, on or before the 23rd day of December, be deposited in the Private Bill Office of the House of Commons.

Dated this 3rd day of November, 1859.

F. J. Wise, Solicitor.

Dyson and Co., Parliamentary Agents.

Thetford and Bury St. Edmunds Railway.

(Incorporation of Company, construction of Railways. Power to use Railways of the Norfolk and Eastern Union Railway Companies. Working arrangements with those Companies and with the Eastern Counties and the Newmarket Railway Companies. Provision for transmission of Traffic by those Companies. Amendment of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament, in the next session, for an Act to incorporate a Company (hereinafter called the Company), and to enable the Company to make and maintain the railways hereinafter mentioned, or some or one of them, together with all necessary and convenient stations, approaches, bridges, roads, communications, and other works, and to confer upon the Company all necessary powers for effecting the objects hereinafter mentioned, or some of them (that is to say):

1. A railway commencing in the parish of Thetford Saint Cuthbert or Thetford Saint Peter,

by a junction with the Norfolk Railway at a point 44 yards or thereabouts east of the point on the same railway where the road from Thetford to Croxton is carried over the said railway by a bridge, and which bridge is 229 yards or thereabouts east of the mile post on the said railway, marked 96, and indicating 96 miles from London, and terminating in the parish of Saint James's Bury St. Edmunds, in the county of Suffolk by a junction with the Eastern Union Railway, at a point 44 yards or thereabouts east of the bridge, carrying the last-mentioned railway over the river Lark, which said bridge is situate about 168 yards to the eastward of the centre of the public road or highway leading from North Gate, Bury Saint Edmunds towards Thetford, which said intended railway will pass from, in, through, or into the several parishes, townships, extra-parochial and other places following, or some of them, that is to say, Thetford St. Peter, Thetford St. Mary, Thetford St. Cuthbert, and Kilverstone, Great and Little Snare Hill, in the county of Norfolk, Thetford St. Peter, Thetford, St. Mary, Thetford St. Cuthbert, Kilverstone, Barnham, St. Martin and St. Gregory, Great Snare Hill, Little Snare Hill, Great and Little Snare Hill, Culford, Ingham, Ampton, Timworth, Fornham St. Martin's, Livermere Parva, Livermere Magna, and St. James, Bury St. Edmunds, in the county of Suffolk.

2. A railway commencing by a junction with the first hereinbefore described intended railway in the parish of Thetford Saint Cuthbert and county of Norfolk, in a field belonging to the Honourable Francis Baring, and in the occupation of Leonard Sheford Bidwell, and which said field abuts on the north side of the turnpike road leading from Thetford to Norwich, and the western corner of which field where it abuts on the said road is 224 yards or thereabouts to the eastward of a drift road, leading from the said road to a windmill belonging to and in the occupation of Henry Green, and terminating in the parish of Thetford Saint Peter, at or near the High-road from Thetford to Stoke Ferry, about 100 yards to the south of the south door of the booking-office of the Norfolk Railway at the Thetford station, which said secondly herein described intended railway will pass from, in, through, or into the several parishes, townships, extra-parochial and other places following or some of them, that is to say: Thetford Saint Cuthbert and Thetford Saint Peter.

3. A railway commencing by a junction with the first hereinbefore described intended railway, in the parish of Saint James, Bury Saint Edmunds, in a field belonging to Lord Manners, and in the occupation of Thomas Daniel Taylor, called the Drove Fourteen Acres, or Plantation Field, and terminating at the east side of the public road or highway leading from North Gate, Bury Saint Edmunds, towards Thetford, at a point fifty yards or thereabouts to the north of the bridge carrying the Eastern Union Railway over the last-mentioned public road or highway, and which said thirdly herein described intended railway will pass from, in, through, or into the several parishes or townships, extra-parochial, and other places following, or one of them, that is to say, Saint James, Bury Saint Edmunds, and Saint Mary, Bury Saint Edmunds, all in the county of Suffolk.

To enable the Company to stop up, alter, or divert whether temporarily or permanently, all turnpike and other roads and highways, footways, railways, tramways, aqueducts, canals, streams, and rivers within the aforesaid parishes, townships, extra-parochial, and other places, or any