

in one of those parishes, in the county of Suffolk, by a Junction with the Colchester, Stour Valley, Sudbury, and Halsted Railway, at or near the point where that railway crosses the road called Lady-lane, and terminating in the parish of Long Melford, in the county of Suffolk, in or near a field numbered 48, in that parish, on the plans deposited with the Clerk of the Peace and Parish Clerk, for the purposes of the Sudbury and Clare Railway Act, 1860, and belonging to, and now or lately occupied by, Messrs. Westrop.

No. 3. A railway commencing from and out of the intended railway No. 2, in the parish of Long Melford, in the county of Suffolk, at or near the termination of that railway as before described, and terminating in the parish of Clare, in the county of Suffolk, in or near a field numbered 36 on the last-mentioned deposited plans, called "the Bailey," belonging to the trustees of Stephen Jenner and Georgiana his wife, and now or lately occupied by Charles Ray.

No. 4. A railway commencing from and out of the said intended railway (No. 3), in the said parish of Clare, in the county of Suffolk, at or near the termination of that railway, as before described, and terminating in the parish of Great Shelford, in the county of Cambridge, by a junction with the Eastern Counties Railway, at a point about 5 chains to the south-east of the centre of the bridge which carries the turnpike road from Stapleford to Great Shelford over that railway.

No. 5. A railway commencing from and out of the said intended railway (No. 2), in the said parish of Long Melford and county of Suffolk, at or near the termination of that railway, as before described, and terminating in the parish of St. James, Bury St. Edmund's, in the county of Suffolk, by a junction with the Ipswich and Bury St. Edmund's line of the Eastern Union Railway, at or near a point about ten chains east of the centre of the bridge which carries that line over the turnpike-road leading from Bury St. Edmund's to Thetford, called the North Gate-road.

No. 6. A railway commencing from and out of the said intended Railway (No. 4), in the parish of Haverhill, in the county of Essex, at or near a point about eight chains east of the lane called the Lord's Croft Lane, and about seventeen chains north of the Haverhill-street; and in or near a field belonging to Sir George Howland Beaumont, Baronet, and now or lately occupied by James Berry, and terminating in the same parish in a field belonging to Queen's College, Cambridge, and now or lately occupied by James Berry, and numbered 5, in the parish of Haverhill, on the plans deposited with the Clerk of the Peace and parish clerk, for the purposes of the Colne Valley and Halsted Railway Extension Act, 1859, and there forming a junction with the Colne Valley and Halsted Railway Extension, as authorized by that Act in that parish; which said five last-mentioned railways, numbered respectively 2, 3, 4, 5, and 6, will be made or pass from, in, through, or into the several parishes and extra-parochial and other places following, or some of them—that is to say, Great Shelford, Sawston, Stapleford, Babraham, Pampisford, Great Abington, Hildersham, Linton, Bartlow, Castle Camps, Shudy Camps, Horseheath, Little Abington, all in the county of Cambridge; Sudbury St. Gregory, Sudbury St. Peter, Sudbury All Saints, Long Melford, Glemsford, Cavendish, Clare, Hamlet of Chilton, Stoke-juxta-Clare, Wixoe, Haverhill, Withersfield, Horseheath, Kedington, Acton, Lavenham, Cockfield, Bradfield Combust, Bradfield St. Clare, Bradfield St. George, Great Welnetham, Little Welnetham, Rushbrooke, Nowton, St. John Bury St. Edmunds, St. Mary Bury St. Edmunds, St. James Bury St. Edmunds, Preston, Thorpe Morieux, Sicklesmere, Alpheaton,

Lawshall, Stanningfield, Hawstead, Great Cornard, all in the county of Suffolk; Sturmer, otherwise Sturmere, Ovington, Haverhill, Bartlow, Steeple Bumpstead, Helion Bumpstead, Birdbrooke, Ashen, Ridgwell, Belchamp St. Paul, Kedington, otherwise Ketton, Ashdon, Hadstock, Liston, Ballingdon, Brundon, Bulmer, Borley, Foxearth, Pentlow, Middleton, all in the county of Essex.

To empower the Company to make and maintain bonding and other warehouses, in the parish of Wisbech St. Peter, in the county of Cambridge, in connection with the said first-mentioned intended railway, and also in connection with the same railway to lay down rails along a portion of the Wisbech branch of the East Anglian Railway, near the point where the same crosses the Wisbech Canal, and to widen and alter such railway, and also the bridge by which such railway crosses the said canal, in the aforesaid parishes or places of Wisbech St. Peter, in the Isle of Ely, New Walsoken, and Walsoken, and to use for the purposes of the said first-mentioned intended railway the said portion of railway and bridge, either as at present constructed, or subject to such alterations as may be necessary.

To cross, stop up, alter or divert, temporarily or permanently, roads, streets, ways, railways, tramways, rivers, streams, canals, aqueducts, bridges, sewers, drains, pipes and watercourses within or near any of the before-named parishes or places, so far as may be necessary or expedient for the purposes of the said Bill.

To purchase by compulsion and by agreement, lands, houses and hereditaments, for the purposes of the intended Bill; to levy tolls and rates upon or in respect of the intended railways and works; to confer exemptions from the payment of such tolls and rates, and to confer, vary, or extinguish other rights and privileges.

To enable and require the Sudbury and Clare Railway Company to abandon and relinquish the construction of the railway from Sudbury to Clare authorized by the Sudbury and Clare Railway Act, 1860, and to repeal that Act, and dissolve that Company, and to make provision for the return to that Company of the sum deposited, as in the 35th section of that Act mentioned.

To empower the Company for any and all of the purposes of the intended Bill, and also of their authorized undertaking, to raise money by the creation of new shares or stock in their undertaking, with or without preference or priority in payment of interest or dividend, or other special privileges, and by borrowing, and also to apply to the purposes aforesaid their authorized existing and accruing corporate funds.

To make provision for including the intended railways and works in the general amalgamation contemplated or provided for by "the Eastern Counties and the Norfolk, the Eastern Union, the East Anglian, and the Newmarket Railways Act, 1854;" and also to provide for the allowance to the Company out of the net receipts, as ascertained under the provisions of an agreement dated the 6th day of February, 1854, between the Company of the first part, the Eastern Union Railway Company of the second part, and the Norfolk Railway Company of the third part, of interest on all sums to be expended by the Company for the purposes of the said intended railways and works, or of the said Bill, before the division of those receipts between the three Companies parties to that agreement.

To amend or repeal, so far as may be necessary for the purposes, or any of the purposes of the intended Bill, the following local and personal Acts of Parliament, or some of them, or some part thereof—that is to say—

§ and 7 William 4, chapters 103 and 106;