

conditions as may have been or may be agreed or as may be prescribed or provided for by the Bill, and to transfer to the Midland Railway Company, and enable that Company to exercise, have, hold, and enjoy all the rights, powers, and privileges proposed to be conferred by the Bill upon the Corporation in respect to the said railways, and especially but not exclusively powers of taking lands and houses for the purposes thereof by compulsion, and of levying tolls, rates, and charges in respect thereof, and of maintaining the said railways, and of making and maintaining the proposed new road to be authorised by the Bill, and of stopping up and discontinuing for traffic the portions of roads above mentioned as intended to be stopped up and discontinued, and to enable the Midland Railway Company for all or any of the purposes thereof to apply their corporate funds and revenues, and to raise further monies by the creation and issue of new shares or stock, ordinary or preferential, or both, and by borrowing.

To empower the Corporation on the one hand and the Great Eastern Railway Company and the Midland Railway Company, or either of those Companies on the other hand, from time to time to enter into and carry into effect, and rescind contracts, agreements, and arrangements with respect to the construction, working, use, management and maintenance by the contracting parties, or any or either of them of the docks, railways, and works, or any part or parts thereof belonging, or leased to, or worked by them respectively, and the management, regulation, interchange, collection, transmission, and delivery of traffic upon or coming from or destined for the docks and railways of the contracting parties, or any or either of them, the supply and maintenance of engines, stock, and plant, the fixing, collection, payment, appropriation, apportionment, and distribution of tolls, rates, income, and profits arising from the respective docks, railways, and works of the contracting parties or any or either of them, or any part thereof, and the employment of officers and servants, and to authorise the appointment of joint committees for carrying into effect every or any such agreements as aforesaid, and to confirm any agreements which have been or may be made touching any of the matters aforesaid.

To empower the Corporation and the Midland Railway Company, or either of them, and any Company or persons for the time being working or using the railways proposed to be authorised by the Bill, or any part thereof, either by agreement or otherwise, and on such terms and conditions, and on payment of such tolls and rates as may be agreed on, or as may be settled by arbitration, or provided by the Bill to run over work, and use with their respective engines, carriages, and wagons, officers, and servants, whether in charge of engines and trains, or for any other purpose whatsoever, and for the purposes of their traffic of every description :—

The whole of the Great Eastern Railway Company's Harbour Branch Railway.

So much of the Great Eastern Railway Company's main line of railway as lies between the junction of their said Harbour Branch with their said main line, and the junction of the railway No. 2 proposed to be authorised by the Bill with the said main line.

So much of the said Great Eastern Railway Company's railway, in Wisbech St. Peter aforesaid, as leads from their passenger line, near their passenger station at Wisbech St. Peter aforesaid, through their goods yard to the South Brink adjoining the River Nene ;

and all stations, roads, platforms, points, signals, water, water engines, engine sheds, standing room for engines, booking and other offices, warehouses, sidings, junctions, machinery, works and conveniences of or connected with the said portion of railway.

To empower the Corporation and any company or persons for the time being working or using the railways proposed to be authorised by the Bill, or any part thereof, either by agreement or otherwise, and on such terms and conditions, and on payment of such tolls and rates as may be agreed on, or as may be settled by arbitration, or provided by the Bill, to run over, work, and use with their engines, carriages, and wagons, officers and servants, whether in charge of engines and trains or for any other purpose whatsoever, and for the purposes of their traffic of every description :—

So much of the Peterborough, Wisbech, and Sutton Railway now leased to the Midland Railway Company as lies between the intended junction therewith of the Railway No. 2 proposed to be authorised by the Bill, and the several stations of the said Midland Railway Company in Wisbech St. Peter and Leverington, or either of such stations ; and all stations, roads, platforms, points, signals, water, water engines, engine sheds, standing room for engines, booking and other offices, warehouses, sidings, junctions, machinery, works, and conveniences of or connected with the said portion of railway.

To enable the Corporation and the Midland Company, or either of them, to levy tolls, rates, and duties upon and in respect of the aforesaid portions of the Great Eastern Railway Company's Harbour Branch Railway and of their other railways, and of the Peterborough, Wisbech, and Sutton Railway, and to confer exemptions from the payment of such tolls, rates, and duties respectively.

To enable the Corporation for all or any of the purposes of the Bill to apply all or any funds, rates, tolls, dues, and revenues now belonging to them, or which they are empowered to demand, take, or raise, whether as a Municipal Corporation, or as a Sanitary Authority, or as a Port or Harbour Authority, and to raise further money by borrowing on mortgage, or by Debenture Stock, or by annuities charged on their Dock Estate tolls and revenue under the Bill, and on all or any lands or property of the Corporation in any such capacities as aforesaid, and on special rates to be levied under the powers of the Bill upon or in respect of—

All the messuages, lands, tenements, and hereditaments situate, lying, and being in the parish of Wisbech St. Peter, in the borough of Wisbech, in the Isle of Ely, in the county of Cambridge, within the following boundary line (that is to say) : commencing on the western side of the eastern bank of the River Nene, at the point where the boundary between the said parish of Wisbech St. Peter and the parish of Walsoken, in the county of Norfolk, crosses the said Eastern Bank, and proceeding thence along the line of the said boundary between the said parish of Wisbech St. Peter and the said parish of Walsoken, to the point where the same line joins the boundary line, between the said parish of Wisbech St. Peter and the parish of Emneth in the county of Norfolk, thence along the said last-mentioned boundary line to a point in the same line about 60 yards distant from and immediately opposite to the centre of the