

the Felixstowe Railway and Dock Company, at or near the bridge over the said Railway, carrying the public road leading from Ipswich Cemetery to Little Roundwood and Rushmere Hall.

Railway No. 2, commencing in the parish of St. Andrew-the-Less, Cambridge, in the county of Cambridge, by a junction with the Cambridge and Ely line of the Great Eastern Railway, at or near the Coldham's-lane level crossing, and terminating in the parish of Teversham, in the county of Cambridge, by a junction with the said intended Railway No. 1, in a field on the south side of the public road leading from Cambridge to Newmarket, belonging, or reputed to belong, to the Reverend Charles Bernard Drake, and occupied by Richard Collett and others, at a point in the said field 290 yards due south of the said public road, measured from a point on the said public road 235 yards distant or thereabouts, measured along the road in a westerly direction from the post indicating three miles from Cambridge.

The said intended railways will be made, or pass from, through, or into the parishes, townships, and other places following, or some of them (that is to say):—Chesterton, Saint Andrew-the-Less, Fen Ditton, Teversham, Fulbourne, Little Wilbraham, Brinkley, Carlton, Weston Colville, and Burrough Green, in the county of Cambridge; Great Bradley, Little

Bradley, Cowlinge, Straddishall, Wickhambrook, Denston, Stansfield, Hawkedon, Somerton, Boxstead, Hartest, Stanstead, Shimpling, Alpheaton, Long Melford, Lavenham, Brent Eleigh, Milden, Monks Eleigh, Chelsworth, Bilderston, Nedging, Wattisham, Ringshall, Great Bricett, Ofton-cum-Little Bricett, Willisham, Somersham, Nettlestead, Little Blakenham, Bramford, Claydon, Whitton-cum-Thurleston, Akenham, Westerfield, and Saint Margaret's, Ipswich, in the county of Suffolk.

To empower the Company to purchase and take by compulsion or agreement, and to hold lands, houses, and buildings, and easements for the purposes of the intended railways and works in the parishes, townships, and places aforesaid, or any of them; and to vary and extinguish all rights and privileges in any manner connected with such lands, houses, and buildings; and to confer, vary, and extinguish all rights and privileges in any manner connected with such lands, houses, and buildings; and to confer, vary, or extinguish other rights and privileges.

To empower the Company to take a part only of any property without being subject to the liability imposed by section 92 of the Lands Clauses Consolidation Act, 1845.

To authorise the purchase and taking of the following (amongst other) pieces of land, or such part or parts thereof, as may be required for the purposes of the intended railways and works, all or some of which pieces of land are, or are reputed to be, common or commonable land, viz.:—

Name (if any) by which the lands are known, and name of parish.	Area within limits of deviation not exceeding	Area estimated to be required for works about
	Acres.	Acres.
Coldham's-common, in the parish of St. Andrew-the-Less, Cambridge .....	5 $\frac{1}{4}$	1 $\frac{1}{2}$
Little Blakenham-common, in the parishes of Little Blakenham and Bramford .....	5	1 $\frac{1}{8}$
Common land in the parish of Straddishall .....	4 $\frac{1}{2}$	1 $\frac{1}{4}$

To empower the Company to cross, divert, alter, or stop up, whether temporarily or permanently, all such streets, roads, highways, railways, tramways, watercourses, drains, and sewers within the said parishes, and extraparochial or other places, as it may be necessary to cross, divert, alter, or stop up for the purposes of the intended Act.

To empower the Company to demand and recover tolls, rates, or charges for or in respect of the use of the intended railways and works, and for the conveyance of the traffic thereon.

To empower the Company, or any other Company or Companies lawfully working or using the railways of the Company, to run over, work, and use with their engines and carriages, for the purposes of traffic of every description, and with their clerks, officers, and servants, upon such terms and conditions and on payment of such tolls, rates, and charges as may be agreed upon or be settled by arbitration, or defined or authorised by the intended Act the following railways, or portions of railway (that is to say):

1. So much of the Great Eastern Railway as lies between the junction therewith of Railway No. 1 and the junction of the Great Eastern Railway with the Midland Railway at Godmanchester.
2. So much of the Midland Railway as lies between the last-mentioned junction of that

railway with the Great Eastern Railway and the Huntingdon Station of the Great Northern Railway Company.

3. So much of the Great Eastern Railway as lies between the junction therewith of Railway No. 2 and the Cambridge Station of the Great Eastern Railway Company.

4. The railway of the Felixstowe Railway and Dock Company.

And to use the stations, booking-offices, warehouses, landing-places, platforms, water, watering-places and standing-room for engines and carriages, sidings, works, and conveniences connected therewith, and with any of the railways or portions of railways aforesaid.

To enable the Company to take and levy tolls, rates, and charges upon or in respect of the said railways or portions of railways and stations so to be run over and used as aforesaid, and if and where necessary to alter or vary the existing tolls, rates, and charges which the aforesaid Companies or any of them are now authorised to demand and take in respect thereof.

To enable the Midland Railway Company, the London and North-Western Railway Company, the Great Northern Railway Company, and the Great Eastern Railway Company, and the Felixstowe Railway and Dock Company (hereinafter called "The Five Companies"), or any or either of them in like manner and to the