

about 2 chains southward from the south end of the existing swing bridge aforesaid.

(N) The laying down in the parish of Saint Margaret, King's Lynn, in the county of Norfolk, of an additional line or additional lines of rails upon the Company's railway authorised by the East Anglian Railways Act, 1853, between two points respectively about $1\frac{1}{2}$ chains south and 8 chains north of the junction of Saint Margaret's-lane with the South Quay at King's Lynn.

(O) A widening in the parish of Brundall, in the county of Norfolk, on its eastern side, of the approach road to the Company's Brundall Station, such widening to commence at or near the booking office of that station, and to terminate at or near the northern end of the said approach road at its junction with a public carriage road.

(P) The conversion into an open cutting of the tunnel in the parishes of North Barsham and East Barsham, or one of them, in the county of Norfolk, through which the Company's Wells and Fakenham Branch Railway is carried between two points about 30 chains and 39 chains respectively northward (measuring along the said branch railway) from the bridge at or near East Barsham carrying the said branch railway over the road from West Barsham to East Barsham.

(Q) The conversion into solid embankment of portions of the viaduct in the said parish of East Barsham which carries the Company's railway over a stream at a point about 12 chains northward of the bridge at or near East Barsham above mentioned, together with all necessary and convenient stations, approaches, quays, wharves, landing places, warehouses, market houses, custom houses, mooring buoys, lifts, machinery, and other works and conveniences connected with the intended works above described or any of them.

2. To extinguish all public or private rights of way or other rights, if any, over or affecting any road, footpath, or way, or any portion thereof to be diverted or stopped up under the intended Act, or over any railway of the Company at the point or points at which it is now crossed by any such road, footpath, or way or portion thereof so proposed to be diverted or stopped up, and to vest in the Company or the adjoining owners, or partly in one and partly in the other, the site and soil of the road, footpath, or way or portion thereof stopped up, freed and discharged from all or any such rights.

3. To provide for the dedication to, and repair by the public of all or any of the roads or footpaths to be diverted under or the diversion whereof will be authorised or confirmed by the Bill, and of any roads or footpaths shown upon the plans to be deposited as hereinafter mentioned as intended to be made, and to empower the Company, and any county council, corporation, local board, surveyors of highways, or other road or local authority, to enter into and carry into effect agreements and arrangements, and to sanction, confirm and give effect to any agreements or arrangements which have been or may be made with reference to those matters, or any of them.

4. To authorise the Company, in the construction of any of the works proposed to be authorised by the intended Act, to deviate from the lines and levels thereof shown on the plans and sections to be deposited as hereinafter mentioned to any extent to be prescribed by the

said intended Act, whether within or beyond the limits prescribed in either case by "The Railways Clauses Consolidation Act, 1845," and to stop up, alter, or divert, temporarily or permanently, all or any turnpike or other roads and highways, streets, railways, tramways, bridges, rivers, canals, streams, waters, water-courses, sewers, drains, pipes, telegraphic and other tubes, wires and apparatus, and all other constructions or works of any description which it may be necessary or convenient to stop up, alter, or divert for any of the purposes of the intended Act.

5. To demand, levy, take and recover tolls, rates and charges for, or in respect of the works to be authorised by the intended Act, and to confer exemptions from the payment of such tolls, rates, and charges respectively.

6. To sanction and confirm the expenditure of money by the Company in or about the execution of any works constructed, or lands purchased by them, the execution or purchase whereof is proposed to be confirmed by the Bill.

7. To empower the Company to divert or alter (1) the public footpaths now crossing the Company's railways on the level at the following places (that is to say):—

(A) Over the Company's Ipswich and Yarmouth (South Town) Line between Yarmouth and Belton in the parish of Bradwell, in the county of Suffolk, the diversion or alteration to commence and terminate at or near the points at which the footpath now crosses the Company's fences.

(B) Over the Company's Southend Line near Wickford Station, in the parishes of Downham and South Hanningfield, in the county of Essex, or one of them, the diversion or alteration to commence at or near the point at which the footpath now crosses the north-eastern fence of the Company's goods yard, and to terminate at a point about 6 chains, measured westwardly along the footpath from the point at which it now crosses the south-western fence of the said yard.

(C) Over the Company's railway at Battlesbridge, in the parish of Rettendon, in the county of Essex, the diversion and alteration to commence and terminate at or near the points at which the footpath now crosses the southern and northern fences, respectively of the Company's goods yard.

and (2) the footpath on the south side of the Company's railway at Chadwell Heath Station in the parish of Dagenham in the county of Essex, the diversion or alteration of the last-mentioned footpath to commence at or near the south end of the wing wall on the west side of the road, which is carried over the Colchester main line by a bridge at the east end of the said station, and to terminate at or near the western end of the waiting shed on the up platform at the said station;

And in connection with the intended diversions, or some of them, to purchase compulsorily, or otherwise, certain lands in the said parishes of Downham, South Hanningfield, Rettendon, and Dagenham.

8. To empower the Company to stop up and discontinue so much as lies between the fences of the Company's railways, of the footpaths now respectively carried over such railways on the level, at the following places (that is to say):—

(A) Over the Great Northern and Great Eastern Joint Line in the parish of Somers-