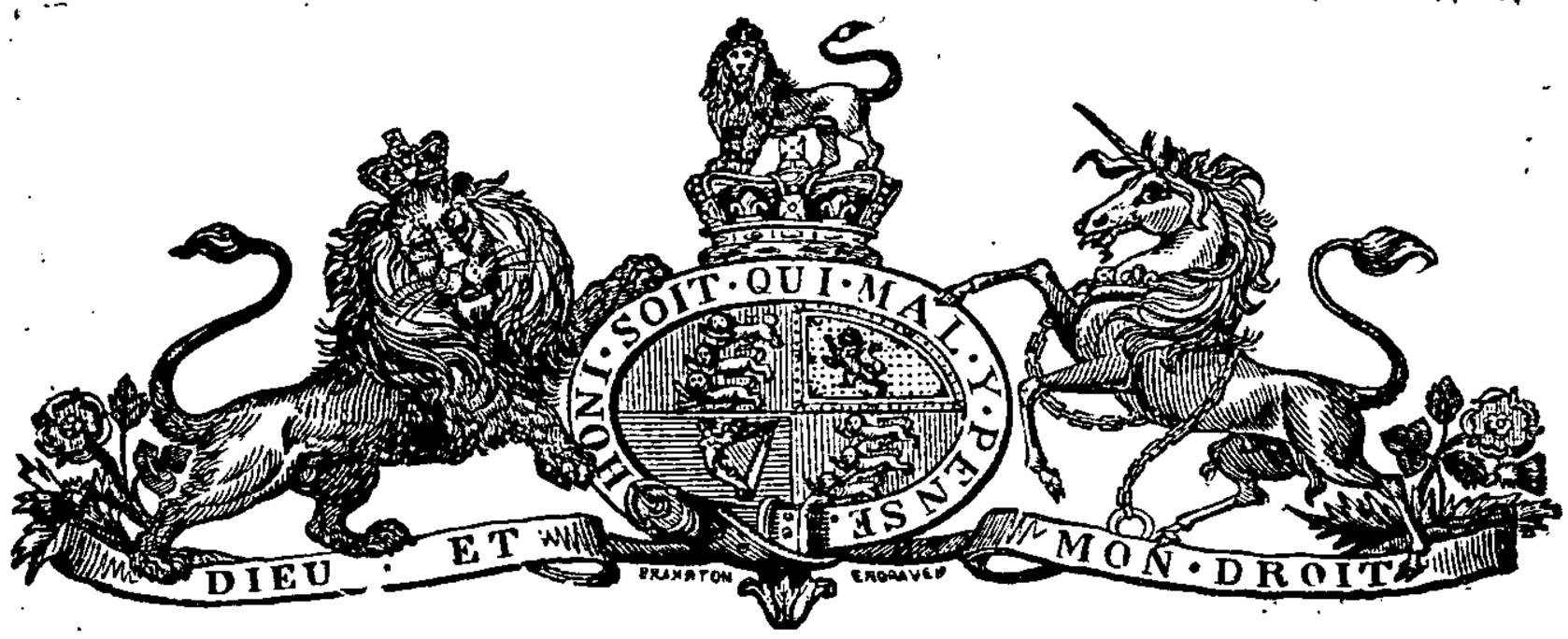


ANNO DECIMO & UNDECIMO

VICTORIÆ REGINÆ.

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of *Sutton St. Mary*, were made, and if the Harbour at *Sutton* aforesaid were improved by the Construction of certain Quays, Wharfs, Embankments, and other Works; and the said *Boston, Stamford, and Birmingham* Railway Company are willing to make such Railway, Branch Railway, Quays, Wharfs, Embankments, and other Works, if authorized by Parliament so to do: And whereas Two Acts were passed in the Session of Parliament held in the Eighth and Ninth Years of the Reign of Her present Majesty, called respectively "The Lands Clauses Consolidation Act, 1845," and "The Railways Clauses Consolidation Act, 1845:" May it therefore please Your Majesty that it may be enacted; and be it enacted by the Queen's most Excellent Majesty, by and with the Advice and Consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the Authority of the same, That the said Lands Clauses Consolidation Act, 1845, and the said Railways Clauses Consolidation Act, 1845, shall, so far as the same are applicable, and are not modified by this Act, or inconsistent with the Provisions thereof, be held to apply to the Railway, Branch Railway, and Works connected therewith by this Act authorized to be made; and such Acts, modified as aforesaid, shall be read and construed as forming Part of this Act.

8 & 9 Vict. cc. 18. & 20. extended to this Act.

Provisions of the Boston, Stamford, and Birmingham Railway Act extended to this Act.

II. And be it enacted, That all the Provisions of the said recited *Boston, Stamford, and Birmingham* Railway Act, 1846 (*Stamford and Wisbech* Line), so far as the same are or may be applicable and now in force, and except such of them as are by this Act repealed, altered, or otherwise provided for, or are inconsistent with the Provisions of the said recited Lands Clauses Consolidation Act, or of the said Railways Clauses Consolidation Act, as modified and extended to this Act, shall extend to this Act, and to the several Purposes thereof, and to the several Matters and Things hereby authorized to be done, as fully and effectually as if the said Provisions were re-enacted in this Act in reference to such Purposes, Matters, and Things, and the said Act and this Act shall be construed and read together as forming One Act.

Short Title.

III. And be it enacted, That in citing this Act in other Acts of Parliament and all legal Documents it shall be sufficient to use the Expression "The *Boston, Stamford, and Birmingham* Railway (*Sutton* Railway and Harbour) Act, 1847."

Power to raise Money by Creation of new Shares, which shall form Part of general Capital.

IV. And be it enacted, That it shall be lawful for the said Company to raise for the Purposes of this Act the Sum of One hundred and sixty thousand Pounds by the Creation of new Shares, in addition to any Sums which they are already authorized to raise, upon such Terms and in such Manner as may be or may have been agreed upon at any General Meeting or Meetings of the Company specially convened for the Purpose, and the new Shares created by virtue of this Act shall be considered Part of the general Capital of the Company, and as such shall be subject to all the Provisions of the said *Boston, Stamford, and Birmingham* Railway Act relating to such general Capital.

V. And

Power to borrow Money on Mortgage.

V. And be it enacted, That after the whole of the Capital in Shares by this Act and the said *Boston, Stamford, and Birmingham* Railway Act authorized to be raised shall have been subscribed, and One Half thereof shall have been paid up, it shall be lawful for the Company to borrow on Mortgage such Sums of Money as shall from Time to Time be authorized to be borrowed by Order of a General Meeting of the Company, not exceeding in the whole the Sum of Fifty-three thousand three hundred and thirty-three Pounds, in addition to the Sum authorized to be borrowed by the said last-mentioned Act, and to secure the Payment of the Sum so to be borrowed, with Interest, by Mortgage of the Undertaking of the said *Boston, Stamford, and Birmingham* Railway Company, including the Railway and Branch Railway, Quays, Wharfs, and Works hereby authorized to be made.

Reborrowing.

VI. And be it enacted, That if after having borrowed any Part of the Money by this Act, and by the *Boston, Stamford, and Birmingham* Railway Act, or either of them, authorized to be borrowed, the said Company shall pay off the same, it shall be lawful for them again to borrow the Sum so paid off, or any Part thereof, and so from Time to Time.

Former Mortgages to have Priority.

VII. Provided always, and be it enacted, That all Mortgages granted by the Company or for which they were liable before the passing of this Act, and which shall be in force at the Time of the passing of this Act, shall during the Continuance thereof have Priority over all Mortgages to be created by virtue of this Act.

Power to convert Loan into Capital.

VIII. And be it enacted, That it shall be lawful for the Company, if they think fit, to raise the Sum by this Act, and by the said *Boston, Stamford, and Birmingham* Railway Act, or either of them, authorized to be borrowed, or any Part thereof, by creating new Shares or Stock of the Company, instead of borrowing the same, or, having borrowed the same, it shall be lawful for them to pay off such Loan or any Part thereof, if they so think fit, by creating new Shares or Stock of the Company in manner aforesaid, but no such Augmentation of Capital shall take place without the previous Order of a General Meeting specially convened for that Purpose.

Interest not to be paid on Calls paid up.

IX. And be it enacted, That it shall not be lawful for the said Company, out of any Money by this Act or any other Act relating to the said Railway Company authorized to be raised by Calls in respect of Shares, or by the Exercise of any Power of borrowing, to pay Interest to any Shareholder on the Amount of the Calls made in respect of the Shares held by him in the Capital by this Act authorized to be raised: Provided always, that nothing herein-before contained shall be deemed to prevent the said Company from paying to any Shareholder such Interest on Money advanced by him beyond the Amount of the Calls actually made as shall be in conformity with the Provisions in the Companies Clauses Consolidation Act, 1845, in that Behalf contained.

Deposits for future Bills not to be

X. And be it enacted, That it shall not be lawful for the said Company, out of any Money by this Act or any other Act relating to the said

paid out of the Company's Capital.

said Railway Company authorized to be raised for the Purposes of such Act or Acts, to pay or deposit any Sum of Money which by any Standing Order of either House of Parliament, now in force or hereafter to be in force, may be required to be deposited in respect of any Application to Parliament for the Purpose of obtaining an Act authorizing the said Company to construct any other Railway or execute any other Work or Undertaking.

Power to make Railway and Branch.

XI. And be it enacted, That it shall be lawful for the said Company to make the Railway and Branch Railway, with all proper Works and Conveniences connected therewith respectively, herein-after mentioned; (that is to say,)

A Railway commencing by a Junction with the *Stamford and Wisbech* Line of the *Boston, Stamford, and Birmingham* Railway as at present authorized to be made at or near a certain Field in the Parish of *Wisbech St. Peter* in the *Isle of Ely* in the County of *Cambridge* numbered 29 in such Parish on the Plans referred to in the said recited *Boston, Stamford, and Birmingham* Railway Act, 1846 (*Stamford and Wisbech* Line), passing thence through or into the several Parishes, Townships, and extra-parochial or other Places following, or some of them, that is to say, *Wisbech Saint Mary*, the Borough of *Wisbech*, *Wisbech Saint Peter*, *Leverington*, *Leverington Saint Leonard*, *Newton-in-the-Isle*, *Newton*, and *Tydd Saint Giles* in the *Isle of Ely* in the County of *Cambridge*, *Tydd Gowt*, *Tydd Saint Mary*, the Liberty of the Duchy of *Lancaster*, *Sutton* otherwise *Long Sutton*, *Sutton Saint Mary*, *Sutton*, *Sutton Saint Nicholas*, *Sutton Saint James*, *Sutton Saint Edmund*, *Sutton Bourne* otherwise *Lutton Bourne*, *Sutton Marsh*, *Sutton Saint Matthew*, and *Wingland*, in the Parts of *Holland* and County of *Lincoln*, and terminating at or near *Sutton Bridge* otherwise *Cross Keys Bridge* in the Parish of *Long Sutton* otherwise *Sutton St. Mary* in the *Holland* Division of the County of *Lincoln*:

Also a Branch Railway diverging from or out of such last-mentioned intended Railway near the *South Holland* Drain in the Parishes of *Tydd St. Mary* and *Sutton St. Mary*, or One of them, passing thence through or into the several Parishes, Townships, and extra-parochial or other Places following, or some of them, that is to say, *Tydd Saint Mary*, the Liberty of the Duchy of *Lancaster*, *Sutton* otherwise *Long Sutton*, *Sutton Saint Mary*, *Lutton*, *Sutton Saint Nicholas*, *Sutton Saint James*, *Sutton Saint Edmund's*, *Sutton Bourne* otherwise *Lutton Bourne*, *Sutton Marsh*, *Sutton Saint Matthew*, and *Wingland* aforesaid, and terminating at the Town of *Long Sutton* otherwise *Sutton St. Mary*, in the Parish of *Long Sutton* otherwise *Sutton St. Mary* aforesaid.

Railway to be made according to deposited Plans.

XII. And whereas Plans and Sections showing the Line or Situation and Levels of the said intended Railway and Branch Railway, together with Books of Reference to the said Plans containing the Names of the reputed Owners and Lessees and of the Occupiers of the Lands which may be required to be taken for the Purposes thereof, have been deposited with the Clerks of the Peace for the *Isle*

of Ely, for the County of *Cambridge*, and for the *Holland* Division of the County of *Lincoln* respectively; be it therefore enacted, That, subject to the Provisions herein-after contained, and to the Provisions and Powers of Deviation contained in the said Railway Clauses Consolidation Act, the said Railway and Branch Railway, and Works connected therewith, shall be made in the Line or Course and upon the Lands delineated on the said Plans and described in the said Books of Reference, and according to the Levels defined on the said Sections, and it shall be lawful for the said Company to enter upon, take, and use such of the said Lands as shall be necessary for the Purposes aforesaid.

Certain Roads may be crossed on a Level.

XIII. And be it enacted, That, subject to the Provisions in the said Railways Clauses Consolidation Act contained in reference to the crossing of Roads on a Level, it shall be lawful for the Company, in the Construction of the said Railway and Branch Railway by this Act authorized to be made, to carry the same across the several Highways herein-after mentioned on the Level thereof; (that is to say,)

In the Parish of *Wisbech Saint Peter*, a Road numbered 10 on the said Plans deposited as aforesaid:

In the Parish of *Leverington*, the Roads numbered 2, 6, and 27 respectively on the said Plans:

In the Parish of *Newton*, the Roads numbered 10 and 16 respectively on the said Plans:

In the Parish of *Tydd Saint Giles*, the Roads numbered 22 and 32 respectively on the said Plans:

In the Parish of *Tydd Saint Mary*, the Roads numbered 13 and 30 respectively on the said Plans:

In the Parish of *Sutton Saint Mary*, the Roads numbered 48 and 77 on the said Plans:

In the Parish of *Sutton Saint Mary*, the Roads numbered respectively 9, 20, 31, 36, and 57 on the said Plans.

Company to erect Stations or Lodges at level Crossings, and abide by Regulations of Commissioners of Railways.

XIV. And be it enacted, That for the greater Convenience and Security of the Public the Company shall erect and permanently maintain either a Station or Lodge at the Points where the said Railway crosses the before-mentioned Roads on the Level; and the said Company shall be subject to and shall abide by all such Rules and Regulations with regard to the crossing of such Roads on the Level, or with regard to the Speed at which Trains shall pass such Roads, as may from Time to Time be made by the Commissioners of Railways; and if the said Company shall fail to erect or at all Times maintain any such Station or Lodge, or appoint a proper Person to watch or superintend the crossing at any such Point or Station, or to observe or abide by any such Rule or Regulation as aforesaid, they shall for every such Offence be liable to a Penalty of Twenty Pounds, and also to a daily Penalty of Ten Pounds for every Day such Offence shall continue after such Penalty of Twenty Pounds shall have been incurred.

Lands for extraordinary Purposes.

XV. And be it enacted, That it shall be lawful for the Company to purchase any Quantity of Land for extraordinary Purposes not exceeding Thirty Acres.

Eastern Counties Railway Company to make Part of the Line within Five Years.

XVI. And whereas a Bill is now pending before Parliament to enable the *Eastern Counties* Railway Company to make a Railway from *Wisbech* to *Spalding*, and Part of the Line of such Railway between a Point in a Field numbered 24 in the Parish of *Wisbech Saint Peter* and a Point in a Field numbered 77 in the Parish of *Sutton Saint Mary* on the Plans deposited as aforesaid is identical or nearly so with that Part of the Railway by this Act authorized which lies between the same Points, and it is expedient that One Line of Railway only should be made between the said Points; be it enacted, That in case the said Bill should pass into a Law during the present Session of Parliament, and subject as herein-after mentioned, it shall not be lawful for the *Boston, Stamford, and Birmingham* Railway Company, within Five Years next after the same shall have passed into a Law, to exercise any of the Powers by this Act conferred upon them for making so much of the Railway by this Act authorized as lies between the Point in the said Field numbered 24 in the said Parish of *Wisbech Saint Peter* where the said Railway shall form a Junction with the said intended Railway from *Wisbech* to *Spalding* and the said Point in the said Field in the Parish of *Sutton Saint Mary*, or to make the said Branch Railway from between the said Two Points to *Sutton Bridge*, or to purchase any Lands that might be required for such Purposes, or to raise any of the Capital by Shares or Mortgage herein-before authorized to be raised, except the Sum of Twelve thousand Pounds to be raised by Shares, with Power to raise the Sum of Four thousand Pounds by Mortgage, subject to the same Conditions and Restrictions as the Sum herein-before mentioned to be raised by Mortgage.

If such Part not made within Five Years, or on Notice, the Right of the Eastern Counties Company to cease.

XVII. Provided always, and be it enacted, That in case the *Eastern Counties* Railway Company shall not, if the said Bill shall pass into a Law during the present Session of Parliament, within Five Years next after the passing of this Act, have completed and opened for public Traffic so much of their said intended Railway from *Wisbech* to *Spalding* as lies between the said Points in the said Parishes of *Wisbech Saint Peter* and *Sutton Saint Mary* herein-before referred to, or in case the *Eastern Counties* Railway Company shall at any Time before the Expiration of the said Period of Five Years give Notice in Writing to the *Boston, Stamford, and Birmingham* Railway Company of their Intention not to make the said Line, or of their Wish or Desire for the said *Boston, Stamford, and Birmingham* Railway Company to make the same or the said Branch Railway to *Sutton Bridge*, then and in any of the said Cases, whichever first shall happen, all the Powers by this Act conferred upon the said *Boston, Stamford, and Birmingham* Railway Company for making such Part as aforesaid of the said intended Railway and the said Branch Railway to *Sutton Bridge*, and for purchasing Lands necessary for those Purposes, shall revive and be in full Force, any thing herein-before contained to the contrary notwithstanding.

XVIII. And

The Company may form a Junction, and use the Eastern Counties Railway.

XVIII. And be it enacted, That it shall be lawful for the said *Boston, Stamford, and Birmingham* Railway Company, in the event of the said Bill for making a Railway from *Wisbech* to *Spalding* passing into a Law as aforesaid, and of the *Eastern Counties* Railway Company entering upon and completing the Portion of the said Line between *Wisbech Saint Peter* and *Sutton Saint Mary* as aforesaid within the aforesaid Period, to form such Junction with the said Portion of the Line from *Wisbech* to *Spalding* in the said Field so numbered 24 in the said Parish of *Wisbech Saint Peter* as will allow of the uninterrupted Passage thereon of Engines and Carriages from the one Railway to the other, and the *Eastern Counties* Railway Company shall afford all necessary Facilities for the Formation of such Junction, and on the Completion thereof it shall be lawful for the said *Boston, Stamford, and Birmingham* Railway Company to use such Portion of the said Railway from *Wisbech* to *Spalding* as will be situate between the said Point of Junction in the said Parish of *Wisbech Saint Peter* and the Point of Junction of such Railway with the *Great Northern* Railway in the said Parish of *Sutton Saint Mary*, with their Engines and Carriages, at all seasonable and proper Times, and also all Stations, Sidings, Watering Places, and other Conveniences connected therewith, on such Terms and Conditions, and subject to such Rules and Regulations, as may from Time to Time be prescribed by the Commissioners of Railways; and the *Eastern Counties* Railway Company shall and they are hereby required to provide for the said *Boston, Stamford, and Birmingham* Railway Company sufficient and proper Station-room, Booking Places, and other Conveniences, at all the Stations on the Line from *Wisbech* to *Spalding*, for the Purpose of their separate Traffic, subject to Arbitration as to the Sufficiency of such Accommodation and the Compensation to be paid in respect thereof.

As to Arbitration between the Companies in case of Differences.

XIX. And be it enacted, That if any Difference shall arise between the said *Boston, Stamford, and Birmingham* Railway Company and the *Eastern Counties* Railway Company touching the necessary Progress made or to be made by the last-mentioned Company in the Completion of the said Portion of the Railway from *Wisbech* to *Spalding* as lies between the said Points in the said Parishes of *Wisbech Saint Peter* and *Sutton Saint Mary* herein-before referred to, so as to determine at any Time the Right of the said *Boston, Stamford, and Birmingham* Railway Company to enter into possession of the same Portion, and exercise the Rights and Powers given and conferred by this Act, or in the event of the said Portion of the Line from *Wisbech to Sutton Saint Mary* being completed by the said *Eastern Counties* Railway Company within the Time herein-before limited for that Purpose, if any such Difference shall arise touching the Mode of Junction therewith by the said *Boston, Stamford, and Birmingham* Railway Company, or touching the necessary Accommodation to be furnished by the said *Eastern Counties* Railway Company to the said *Boston, Stamford, and Birmingham* Railway Company, at all or any of the Stations on the said Line, or in connexion with the said Portion of Railway, or touching the annual Rent of or Compensation to be made by the *Boston, Stamford, and Birmingham* Railway Company in respect thereof, or touching the

Periods

Periods and Mode of Use by the said *Boston, Stamford, and Birmingham* Railway Company of the said Portion of Railway, and the Rates, Tolls, or Rents to be paid by the said *Boston, Stamford, and Birmingham* Railway Company in respect thereof, such Dispute shall be referred to Two Engineers, One to be named by each Company, and to an Umpire, to be appointed between them in case they differ, or if such Engineers cannot agree as to such Umpire, then to an Umpire to be appointed by the Commissioners of Railways, on the Application of either of the said Companies; and the Decision of the said Arbitrators or of their Umpire shall be final and binding on both Companies.

No Portion of Line near Wisbeach to interfere with new Cut, and to be formed with Consent of the Admiralty.

XX. And be it enacted, That no Portion of the Line of the said Railway near *Wisbech* shall be so laid out as to form an Impediment to a proposed new Cut for the River *Nene*, but such Portion of the said Railway shall be formed in such Manner as shall be approved of by the Lord High Admiral, or by the Commissioners for executing the Office of Lord High Admiral, such Approval to be signified by Writing under the Hand of the Secretary of the Admiralty.

Crossing of River Nene for all Railways to be fixed by the Admiralty.

XXI. And be it enacted, That the Position of the Line of the said Railway near *Wisbech* connected with the crossing of the River *Nene* shall be laid out in conformity to a common Site of crossing for all the Railways there, and the Site of such crossing shall be in such Place as shall be approved by the said Lord High Admiral, or the said Commissioners, such Approval to be signified by Writing under the Hand of the Secretary of the Admiralty.

For Removal of Projection in the River Nene at Sutton Bridge.

XXII. And be it enacted, That in the Construction of the Quay at *Sutton Bridge* hereby authorized the said Company shall, at their own Expence, remove the Projection scheduled Number Ninety-four, and also make the Sea-face in a continuous straight Line, to the Satisfaction of the Lord High Admiral, or the Commissioners for executing the Office of Lord High Admiral.

For carrying Culverts under Railway.

XXIII. And be it enacted, That if in the Opinion of the said Lord High Admiral or the said Commissioners it should at any Time hereafter become expedient, either for the Purpose of Drainage or the Improvement of the Navigation, to carry a Culvert under the Railway, the Land Owners or other Persons interested shall have Power to do so.

If Works across tidal Waters are abandoned, Admiralty may remove them.

XXIV. And be it enacted, That if any Work to be constructed by the Company across any tidal Water or navigable River, or if any Portion of the Railway which affects any such Water or River, or Access thereto, shall be abandoned by the Company, it shall be lawful for the Lord High Admiral or the Commissioners for executing the Office of Lord High Admiral to abate and remove the same, or such Part or Parts thereof as he or they may at any Time or Times deem fit and proper, and to restore the Site thereof to its former Condition, at the Cost and Charge of the Company, and the Amount thereof shall be a Debt due from the Company to the Crown, and be recoverable accordingly.

XXV. And

For Protection of the President and Governors of Guy's Hospital.

XXV. And be it enacted, That the said Company, in making and constructing their said Railway in the said Parish of *Sutton Saint Mary* at or near *Sutton Bridge*, shall not, under the Powers contained in this Act or the said recited Acts or either of them, without the Consent in Writing of the President and Governors of the Hospital founded at the sole Costs and Charges of *Thomas Guy* Esquire, their Successors or Assigns, or of the Treasurer for the Time being of the said Hospital, take any Lands of or belonging to the said President and Governors, their Successors or Assigns, in front of the River *Nene*, beyond the Distance of Two hundred Yards of Frontage Seaward of the Space taken up by the said Railway and Approaches.

Works not to impede Drainage or Navigation of Nene Outfall.

XXVI. And be it enacted, That it shall not be lawful for the said Company, or for any other Person whomsoever, to make, build, erect, or place, or cause or suffer to be made, built, erected, or placed, any Quay, Wharf, Embankment, or other Work, or any Warehouse, Tenement, Building, or Erection of any Kind, upon the Bank, Foreland, or Foreshore of the *Nene Outfall* Cut, so as to endanger the Security of the Bank of the said Cut, or to diminish the Waterway in the said Cut, or to impede the Drainage or Navigation through or by the said Cut, or the Passage of the Waters along the same, or along the Forelands thereof, or the haling upon the Banks and Forelands of the said Cut.

As to mooring Vessels in Times of Floods, &c.

XXVII. And be it enacted, That it shall not be lawful for any Person or Persons to moor or fix, or continue moored or fixed, Two or more Vessels abreast of each other in front of or near to any of the Quays, Wharfs, or other Works by this Act authorized to be constructed at or near to *Sutton Bridge* aforesaid, during the Time of any upland Flood, or of any extraordinary Pressure of Water or Ice in or through the *Nene Outfall* Cut, unless the Channel in front of any such Quays, Wharfs, or other Works shall have been widened so as to admit more than One Vessel in front without impeding the present Width of the Channel; and if during any such Time as aforesaid any Two or more Vessels shall be lying abreast of each other in front or near to any of the said Quays, Wharfs, or other Works, except where the Channel is widened as aforesaid, and the Master or Masters or other Person or Persons having the Care of the same Vessels or any of them shall not, immediately on Notice being given to him or them by any Officer or Servant of the Commissioners of the *Nene Outfall*, displace any such Vessel or Vessels, and remove the same to some other convenient Place or Places, then it shall be lawful for such Officer or Servant, and proper Assistants, so to displace and remove such Vessel or Vessels; and the Costs and Charges of so displacing the same shall be paid by the Master or other Person having the Care of such Vessel or Vessels to such Officer or Servant, and if not so paid shall and may be recovered by any such Officer or Servant against such Master or other Person in the same Manner as any Fine, Penalty, or Forfeiture may be recovered under any of the Provisions of this Act or the recited Acts.

Saving of Rights of Nene Outfall

XXVIII. Provided always, and be it enacted, That nothing in this Act contained shall extend or be construed to extend to take away, defeat,

Commissioners. defeat, invalidate, alter, lessen, or affect any of the Powers, Rights, Privileges, or Authorities of the Commissioners of the *Nene Outfall*, save and except only so far as the same are by this Act respectively expressed to be taken away, defeated, invalidated, altered, lessened, or affected.

In case of Impediment to the Flow or Reflow of the Waters of the Bedford Level, Corporation may appoint an Engineer to protect their Interests.

XXIX. And whereas an Act of Parliament was passed in the Fifteenth Year of the Reign of His late Majesty King *Charles* the Second, intituled *An Act for settling the Drainage of the Great Level of the Fens called* "Bedford Level," and by and under the Provisions of which Act the Governor, Bailiffs, and Conservators, or any Five or more of them, are authorized to impose Taxes for the Maintenance and Preservation of the said Great Level, and all other Things do in order to the Support, Maintenance, and Preservation of the said Great Level and Works made and to be made thereon or relating thereto; and in and by the said recited Act the said Governor, Bailiffs, and Conservators of the said Corporation for the Time being, or any Five or more of them, whereof the said Governor or Bailiffs for the Time being, or their Successors, or any of them, to be Two, are also authorized, for the Maintenance and Preservation of the said Great Level by convenient Outfalls to the Sea, to be and they were thereby made and constituted for ever Commissioners of Sewers for and of the said Great Level; and the said Governor, Bailiffs, and Conservators, or any Five or more of them, whereof the said Governor or Bailiffs, or their Successors, or any of them, to be Two, are thereby enabled and empowered from thenceforth to use and exercise the Power and Authority of Commissioners of Sewers within the said Great Level, and of the Works made or to be made without the said Great Level, for conveying the Waters of the said Great Level by convenient Outfalls to the Sea, touching all Matters and Things whatsoever happening to be executed or done within the said Great Level, or the said Works without the said Great Level, inquirable, punishable, or to be done by Commissioners of Sewers: And whereas it is essential to the Drainage of the said Great Level, and the Navigation thereof, that no Impediment or Obstruction in the Passage of the Waters, or the Flow and Reflow of the Tides through the Port and Harbour of *Wisbech* aforesaid, should in any way take place; therefore be it enacted, That in order to prevent any such Obstruction or Impediment in the Flow or Reflow of the Flood and tidal Waters as aforesaid through the said Port or Harbour of *Wisbech* aforesaid to their Outfall to Sea, it shall be lawful for the said Governor, Bailiffs, and Conservators, from Time to Time and at all Times hereafter, as such Commissioners of Sewers as aforesaid, to appoint an Engineer (if the same shall become necessary) to protect the Interests of the *Bedford Level* Corporation, as well in the Construction of Quays, and the Works contingent thereon, or from Time to Time when such Quays shall be completed; and upon Complaint being made to the said Governor, Bailiffs, and Conservators of any Injury or Impediment to the Flow or Reflow of the Flood or tidal Water, the said Company shall forthwith take the proper Steps to remedy the same; and the Costs, Charges, and Expences of appointing the said Engineer, and all Matters incident thereto, shall, when any Injury or Impediment shall arise as aforesaid, be borne and paid by the said Company.

XXX. And

Saving of Rights of the Bedford Level Corporation as Commissioners of Sewers or otherwise.

XXX. And be it enacted, That nothing herein contained shall in any Manner diminish, prejudice, alter, interfere with, or impede or in anywise affect the Exercise of any of the Rights, Interests, Privileges, Powers, or Authorities whatsoever now exercised by or vested in the said Governor, Bailiffs, and Commonalty of the Company of Conservators of the Great Level of the Fens, as Commissioners of Sewers or otherwise, or of their Officers or Servants, save and except so far as the same Rights, Interests, Privileges, Powers, and Authorities are altered or interfered with by this Act for the necessary Purposes of executing the said Railway, or the several other Works connected therewith by this Act authorized to be made.

For protecting the Drainage and Navigation of the District of South Holland.

XXXI. And whereas the Line of the said Railway is intended to pass over the *South Holland* Main Drain, whereby the Waters of the District of *South Holland* and other Lands are conveyed to their Outfall, and it is necessary to make Provision for preserving the Drainage and Navigation by and along the Main Drain; be it therefore enacted, That in making or maintaining the said Railway it shall not be lawful for the said Company to contract or diminish the Breadth, Depth, or Capacity of the said Main Drain, or do any Acts whereby the free Passage of the Water or Ice through and along the said Main Drain shall at any Time be impeded or obstructed; and that the Bridge to be erected for carrying the said Railway over the said Main Drain shall be so constructed as not to obstruct or impede the Navigation thereof, or the Use and Enjoyment of the Towing Paths thereof; and that the said Bridge shall at all Times be effectually maintained and repaired by and at the Expence of the said Company; and that if the said Company shall by any Act or Default offend against any Provision of this Act touching or concerning the Drainage of the Lands within the said District of *South Holland*, or the Navigation of the said Main Drain, and shall for the Space of Ten Days after Notice thereof from the *South Holland* Commissioners fail to repair any Injury which shall be occasioned thereby, the said Company shall for every such Offence forfeit the Sum of One hundred Pounds for every Day during which such Offence shall continue, which Sum may be recovered, with full Costs of Suit, against the said Company, by Action of Debt in any of the Superior Courts: Provided always, that nothing in this Act contained shall prevent any Bodies or Parties aggrieved by any Act or Default of the said Company touching the said Drainage or Navigation from recovering from the said Company special Damages for any Injury that may be done or occasioned to the Drainage of any of the Lands within the said District of *South Holland*, or the Works for protecting or preserving the same, or to the Navigation of the said Main Drain, by or through the Act or Neglect or Default of the said Company, or to the Effect or Operation of the Works to be executed by the said Company.

Bridge and Works to be executed under the Superintendence of an Engineer.

XXXII. And be it enacted, That the Details and Mode of constructing the said Railway Bridge across the said *South Holland* Main Drain, and of other Works for protecting the Drainage of the said District of *South Holland*, and the Navigation along the said Main Drain, shall be carried out in a proper and efficient Manner, to the reasonable

reasonable Satisfaction of an Engineer to be appointed by the said *South Holland* Commissioners, or by their Committee (if they shall think fit), and the Costs of such Appointment or Reference shall be borne by the said Company.

Nothing herein contained to affect South Holland Main Drain.

XXXIII. And be it enacted, That nothing herein contained shall tend to lessen or control any Rights, Powers, or Authorities now vested in or enjoyed by the *South Holland* Commissioners for varying, altering, diverting, or enlarging the said *South Holland* Main Drain, or any Bridges over the same, or any Bridges, Rivers, Cuts, Drains, Watercourses, or other Works used for the Drainage of any Lands within the said District of *South Holland*, or to prevent or restrain the making of any new Bridges, Rivers, Cuts, Drains, Watercourses, or other Works for improving the Drainage thereof, but that all such Rights, Powers, and Authorities shall remain in as full Force as if this Act had not passed; and the said *South Holland* Commissioners shall not be liable to make any Compensation for any Damage or Injury occasioned by varying, altering, diverting, or enlarging the said Main Drain, or any existing Bridges, Rivers, Cuts, Drains, Watercourses, or other Works, or making any new Bridges, Cuts, Drains, Watercourses, or other Works, to any greater Extent or Amount than they would have been liable to if the said Railway had not been made: Provided always, that in so varying, altering, diverting, or enlarging the existing Bridges, Rivers, Cuts, Drains, Watercourses, or other Works, or making any such new Bridges, Rivers, Cuts, Drains, Watercourses, or other Works as aforesaid, nothing shall be done to impede or interfere with the Use of the said Railway, or the Traffic thereupon, for any greater Length of Time, or in any other Manner, than shall be necessary for the Execution of the said Works.

Company to make good Injury to Drainage and Navigation.

XXXIV. And be it enacted, That if at any Time after the Railway shall have been completed any Injury or Damage shall be occasioned or arise to any Owners or Occupiers of Lands in the District of *South Holland*, or to the said *South Holland* Main Drain, or to the Banks or Towing Paths thereof, or to any of the Drains or Works of the said Commissioners, from the Formation of any Bridge, Embankment, Ditch, Culvert, or other Work of the said Railway, the Company shall make good and repair all such Injury or Damage, and shall also execute all such Works for the Prevention of any future Injury as shall be deemed necessary by the Referees to be appointed for that Purpose, one by the said Company and the other by the said *South Holland* Commissioners or their Committee, or by an Umpire to be appointed by such Two Referees in case of Difference, such Works to be executed within such Time and in such Manner as shall be specified by such Referees or Umpire, and such Damages and Compensation shall be recoverable, with full Costs of Suit, by the Bodies or Parties respectively aggrieved, by Action in any of the Superior Courts, and the Costs of the Reference and Award shall be borne by the said Company.

For protecting the Drainage

XXXV. And whereas the Line of the said Railway is intended to pass over the *North Level* Main Drain, whereby the Waters of the

and Navigation of the North Level and Great Portsand.

North Level (Part of the Great Level of the Fens called the *Bedford Level*) and *Great Portsand* and other Lands are conveyed to their Outfall at Sea, and it is necessary to make Provision for preserving the Drainage and Navigation by and along the said Main Drain; be it therefore enacted, That in making or maintaining the said Railway it shall not be lawful for the said Company to contract or diminish the Breadth, Depth, or Capacity of the said Main Drain, or do any Act whereby the free Passage of the Water or Ice through and along the said Main Drain shall at any Time be impeded or obstructed; and that the Bridge to be erected for carrying the said Railway over the said Main Drain shall be so constructed as not to obstruct or impede the Navigation thereof, or the Use and Enjoyment of the Towing Paths thereof, and that the said Bridge shall at all Times be effectually maintained and repaired by and at the Expence of the said Company; and that if the said Company shall by any Act or Default offend against any Provision of this Act touching or concerning the Drainage of the Lands within the said *North Level* and *Great Portsand*, or the Navigation of the said Main Drain, and shall for the Space of Ten Days after Notice thereof from the *North Level* Commissioners fail to repair any Injury which shall be occasioned thereby, the said Company shall for every such Offence forfeit the Sum of One hundred Pounds for every Day during which such Offence shall continue, which Sum may be recovered, with full Costs of Suit, against the said Company, by Action of Debt in any of the Superior Courts: Provided always, that nothing in this Act contained shall prevent any Bodies or Parties aggrieved by any Act or Default of the said Company touching the said Drainage or Navigation from recovering from the said Company special Damages for any Injury that may be done or occasioned to the Drainage of any of the Lands within the said *North Level* and *Great Portsand*, or the Works for protecting or preserving the same, or to the Navigation of the said Main Drain, by or through the Act or Neglect or Default of the said Company, or to the Effect or Operation of the Works to be executed by the said Company.

Bridge and Works to be executed under the Superintendence of an Engineer.

XXXVI. And be it enacted, That the Details and Mode of constructing the said Railway Bridge across the said *North Level* Main Drain, and of other Works for protecting the Drainage of the said *North Level* of *Great Portsand*, and the Navigation along the said Main Drain, shall be carried out in a proper and efficient Manner, to the reasonable Satisfaction of an Engineer to be appointed by the said *North Level* Commissioners or by their Committee (if they shall think fit); and the Costs of such Appointment or Reference shall be borne by the said Company.

Preserving Rights of Drainage to North Level and Great Portsand.

XXXVII. And be it enacted, That nothing herein contained shall tend to lessen or control any Rights, Powers, or Authorities now vested in or enjoyed by the *North Level* Commissioners for varying, altering, diverting, or enlarging the said *North Level* Main Drain, or any Bridges over the same, or any Bridges, Rivers, Cuts, Drains, Watercourses, or other Works used for the Drainage of any Lands within the said *North Level* and *Great Portsand*, or to prevent or

restrain the making of any new Bridges, Rivers, Cuts, Drains, Watercourses, or other Works for improving the Drainage thereof, but that all such Rights, Powers, and Authorities shall remain in as full Force as if this Act had not passed; and the said *North Level* Commissioners shall not be liable to make any Compensation for any Damage or Injury occasioned by varying, altering, diverting, or enlarging the said Main Drain, or any existing Bridges, Rivers, Cuts, Drains, Watercourses, or other Works, or making any new Bridges, Cuts, Drains, Watercourses, or other Works, to any greater Extent or Amount than they would have been liable to if the said Railway had not been made: Provided always, that in so varying, altering, diverting, or enlarging the existing Bridges, Rivers, Cuts, Drains, Watercourses, or other Works, or making any such new Bridges, Rivers, Cuts, Drains, Watercourses, or other Works as aforesaid, nothing shall be done to impede or interfere with the Use of the said Railway or the Traffic thereupon for any greater Length of Time or in any other Manner than shall be necessary for the Execution of the said Works.

Company to make good Injury to Drainage and Navigation.

XXXVIII. And be it enacted, That if at any Time after the Railway shall have been completed any Injury or Damage shall be occasioned or arise to any Owners or Occupiers of Lands in the said *North Level* and *Great Portsand*, or to the said *North Level* Main Drain, or to the Banks or Towing Paths thereof, or to any of the Drains or Works of the said Commissioners, from the Formation of any Bridge, Embankment, Ditch, Culvert, or other Work of the said Railway, the Company shall make good and repair all such Injury or Damage, and shall also execute all such Works for the Prevention of any future Injury as shall be deemed necessary by Two Referees to be appointed for that Purpose, one by the said Company, and the other by the said *North Level* Commissioners or their Committee, or by an Umpire to be appointed by such Two Referees in case of Difference, such Works to be executed within such Time and in such Manner as shall be specified by such Referees or Umpire; and such Damages and Compensation shall be recoverable, with full Costs of Suit, by the Bodies or Parties respectively aggrieved, by Action in any of the Superior Courts, and the Costs of the Reference and Award shall be borne by the said Company.

Tolls.

XXXIX. And be it enacted, That it shall be lawful for the Company to demand any Tolls for the Use of the Railway not exceeding the following; (that is to say,)

Tonnage on Articles of Merchandize.

1. In respect of the Tonnage of all Articles conveyed upon the Railway or any Part thereof, whether in Carriages belonging to the Company or otherwise, *per* Ton *per* Mile as follows:

For all Dung, Compost, and all Sorts of Manure, Lime and Limestone, and all undressed Materials for the Repair of public Roads or Highways, *per* Ton *per* Mile not exceeding One Penny: Provided always, that for Dung, Compost, or other Manure conveyed in return Carriages which have already carried Coal between the same Places the Company may not charge a greater Sum than One Halfpenny *per* Ton *per* Mile:

For all Coal, Coke, Culm, Charcoal, and Cinders, if conveyed on the Railway a Distance of Twenty-five Miles, Three Farthings; but if conveyed a Distance of less than Twenty-five Miles, One Penny *per* Ton *per* Mile:

For all Stones for building, pitching, and paving, all Bricks, Tiles, Slates, Clay, Sand, Ironstone, and Iron Ore, *per* Ton *per* Mile not exceeding One Penny, if the same be conveyed on the said Railway a Distance exceeding Twenty-five Miles; but if the same be conveyed only Twenty-five Miles, or a less Distance, then a Sum not exceeding One Penny Halfpenny:

For all Corn and other Grain, Malt, and Flour, if conveyed on the Railway a Distance of Twenty-five Miles, Five Farthings; but if conveyed a less Distance than Twenty-five Miles, Two-pence *per* Ton *per* Mile:

For all Pig Iron, Bar Iron, Rod Iron, Hoop Iron, and all other similar Descriptions of Wrought Iron and Iron Castings not manufactured into Utensils, Timber, Staves, and Deals, Nails, Anvils, Vices, and Chains, and for all Sugar and other Groceries, Cotton and other Wools, Drugs, Hides, Dyewoods, Earthenware, Metals, except Iron, manufactured Goods, and all other Wares, Merchandize, Articles, Matter, or Things not in this Act otherwise particularly specified, *per* Ton *per* Mile not exceeding Two-pence:

For every Carriage, of whatever Description, having more than Two Wheels, not being a Carriage adapted and used for travelling on a Railway, and not weighing more than One Ton, carried or conveyed on a Truck or Platform, whether belonging to the Company or otherwise, *per* Mile not exceeding Four-pence Halfpenny; and a like Sum of Two-pence and One Farthing *per* Mile for any fractional Part of a Ton beyond One Ton which any such Carriage may weigh.

Tolls for Passengers and Cattle.

2. In respect of Passengers and Animals conveyed upon the Railway in Carriages, whether belonging to the Company or otherwise, as follows:

For any Person conveyed in or upon any such Carriage being a First-class Carriage, *per* Mile not exceeding Two-pence: Provided always, that for any fractional Part of Sixpence beyond an integral Number of Sixpences payable by such Person the Company shall be entitled to demand Sixpence:

For every Person conveyed in a Second-class Carriage, a Sum not exceeding Three Halfpence *per* Mile: Provided always, that the Second-class Carriages belonging to the Company shall be closed, and shall have Glass Windows:

For every Person conveyed in a Third-class Carriage, a Sum not exceeding One Penny *per* Mile: Provided always, that the Company may charge for any shorter Distance than Six Miles a Sum not exceeding Sixpence, and that for any fractional Part of Three-pence beyond Three-pence or a Multiple thereof they shall be entitled to charge Three-pence: Provided also, that the Third-class Carriages of the Company shall be covered, and have Seats for the Passengers, and that the Company shall be compelled to convey such Carriages along the Railway every Day, as often and upon

upon such Conditions as the Commissioners of Railways shall from Time to Time prescribe:

For every Horse, Mule, Ass, or other Animal requiring a separate Box, conveyed upon the Railway, whether in a Carriage belonging to the Company or otherwise, *per* Mile not exceeding Three-pence:

For Cattle, Calves, Pigs, Sheep, or Lambs, whether alive or dead, Poultry, Meat, or Fish, conveyed in or upon any such Carriage, *per* Mile not exceeding Four-pence Halfpenny *per* Ton.

Tolls to include Use of locomotive Power.

XL. Provided always, and be it enacted, That in the said Tolls shall be included the Toll for the Use of Engines for propelling the Carriages on the said Railway, and of Cariages, and that no further Charge than is herein-before stated shall be made by the Company for the Use of such Engines; provided also, that nothing herein contained shall be construed to prevent the Company from charging any reasonable Sum for the Use of such Engines and Carriages for Express Trains.

Regulations as to the Tolls.

XLI. And be it enacted, That the following Provisions and Regulations shall be applicable to the fixing of such Tolls; (that is to say,)

For Articles or Persons conveyed on the Railway for a less Distance than Six Miles the Company may demand, in addition to the prescribed Tolls for Conveyance, a reasonable Charge for the Expence of stopping, loading, and unloading:

For a Fraction of a Mile less than a Mile, or beyond any integral Number of Miles, the Company may demand Toll on Merchandize for such Fraction in proportion to the Number of Quarters of a Mile contained therein, and if there be a Fraction of a Quarter of a Mile such Fraction shall be deemed a Quarter of a Mile; and in respect of Passengers every Fraction of a Mile beyond the integral Number of Miles shall be deemed a Mile:

For a Fraction of a Ton the Company may demand Toll, excepting as aforesaid, according to the Number of Quarters of a Ton in such Fraction, and if there be a Fraction of a Quarter of a Ton such Fraction shall be deemed a Quarter of a Ton:

With respect to all Articles, except Stone and Timber, the Weight shall be determined according to the usual Avoirdupois Weight:

With respect to Stone and Timber, Fourteen Cubic Feet of Stone, Forty Cubic Feet of Oak, Mahogany, Teak, Beech, or Ash, and Fifty Cubic Feet of any other Timber, shall be deemed One Ton Weight, and so in proportion for any smaller Quantity.

Tolls for small Parcels and Articles of great Weight.

XLII. And with respect to small Packages, and single Articles of great Weight, be it enacted, That, notwithstanding the Rate of Tolls herein-before prescribed, the Company may lawfully demand the Tolls following; (that is to say,)

For the Carriage of small Parcels on the Railway as follows:

For any Parcel not exceeding Fourteen Pounds in Weight, if carried a Distance of not more than Twenty-five Miles, Sixpence; and if carried a greater Distance than Twenty-five Miles, One Shilling:

For

For any Parcel not exceeding Twenty-eight Pounds in Weight, for any Distance, Two Shillings; and for any Parcel not exceeding Fifty-six Pounds in Weight, for any Distance, Two Shillings and Sixpence; and for Parcels exceeding Fifty-six Pounds in Weight the Company may demand any Sum which they think fit:

Provided always, that Articles sent in large aggregate Quantities, although made up of separate Parcels, such as Bags of Sugar, Coffee, Meal, and the like, shall not be deemed small Parcels, but such Terms shall apply only to single Parcels in separate Packages:

For the Carriage of any One Boiler, Cylinder, or single Piece of Machinery, or single Piece of Timber or Stone, or other single Article, the Weight of which, including the Carriage, shall exceed Four Tons but shall not exceed Eight Tons, the Company may demand such Sum as they think fit, not exceeding Four-pence *per* Ton *per* Mile:

For the Carriage of any single Piece of Timber, Stone, Machinery, or other single Article, the Weight of which, with the Carriage, shall exceed Eight Tons, the Company may demand such Sum as they shall think fit.

Passengers Luggage.

XLIII. And be it enacted, That every Passenger travelling upon the Railway and Branch Railway hereby authorized to be made may take with him his ordinary Luggage, not exceeding One hundred Pounds in Weight for First-class Passengers, and Sixty Pounds in Weight for Second-class Passengers, and Forty Pounds in Weight for Third-class Passengers, without any Charge being made for Carriage thereof.

Railway Company to be subject to the Provisions of 1 & 2 Vict. c. 98., 3 & 4 Vict. c. 97., 5 & 6 Vict. c. 55., 7 & 8 Vict. c. 85., and 9 & 10 Vict. cc. 57. & 105.

XLIV. And whereas an Act was passed in the Second Year of the Reign of Her present Majesty, intituled *An Act to provide for Conveyance of the Mails by Railway;* and another Act was passed in the Fourth Year of the Reign of Her said Majesty, intituled *An Act for regulating Railways;* and another Act was passed in the Sixth Year of the Reign of Her said Majesty, intituled *An Act for the better Regulation of Railways, and for the Conveyance of Troops;* and another Act was passed in the Eighth Year of the Reign of Her said Majesty, intituled *An Act to attach certain Conditions to the Construction of future Railways authorized or to be authorized by any Act of the present or succeeding Sessions of Parliament, and for other Purposes in relation to Railways;* and Two other Acts were passed in the last Session of Parliament, one thereof intituled *An Act for regulating the Gauge of Railways*, and the other *An Act for constituting Commissioners of Railways;* be it enacted, That nothing in this Act contained shall be held to exempt the Railway or Branch Railway by this Act authorized to be made, or the *Boston, Stamford, and Birmingham* Railway Company, in respect of such Railway or Branch Railway, from the Provisions of the said several Acts respectively, but that such Provisions shall be in force in respect to the said Railway and Company so far as the same shall be applicable thereto.

Railways to be subject to Provisions of any future general Act.

XLV. Provided always, and be it enacted, That nothing herein contained shall be deemed or construed to exempt the Railways by this or the said recited Acts authorized to be made from the Provisions of any general Act relating to such Acts, or of any general Act relating to Railways, now in force or which may hereafter pass during this or any future Session of Parliament, or from any future Revision and Alteration, under the Authority of Parliament, of the maximum Rates of Fares and Charges authorized by this Act.

Company to construct Quays.

XLVI. And whereas Plans showing the Situation of the Quays, Wharfs, Embankments, and other Works proposed to be constructed at or near *Sutton Bridge* aforesaid in the Parish of *Long Sutton* otherwise *Sutton Saint Mary*, together with Books of Reference thereto containing the Names of the actual or reputed Owners and Lessees and of the Occupiers of the Lands which may be required to be taken for the Purposes thereof, have been deposited with the Clerks of the Peace of the *Isle of Ely*, of the County of *Cambridge*, and of the *Holland* Parts of the County of *Lincoln*; be it enacted, That it shall be lawful for the Company, upon the Lands described in the said Plans and Books of Reference, and to the Extent of the Limits of Deviation defined on the said Plans, and according to the Provisions herein contained, to lay out, build, make, alter, repair, and maintain such Quays and Wharfs, together with such Entrances, Approaches, Bridges, and other Works for the Purposes of the same, as they may deem expedient, and for such Purposes to enter upon, take, and use the Lands described in the said Plans and Book of Reference, and comprised within the Limits of Deviation defined on such Plans.

10 & 11 Vict. c. 27. incorporated with this Act.

XLVII. And be it enacted, That the Harbours, Docks, and Piers Clauses Act, 1847, shall be incorporated with this Act, and be applicable to the Quays, Wharfs, Embankments, and Works by this Act authorized to be made.

Nothing to diminish Power of Corporation over Harbour of Wisbech.

XLVIII. Provided always, That nothing in this Act contained, or any Bye Law to be made by virtue hereof, shall take away or diminish any of the Powers or Authorities vested in the said Mayor, Aldermen, and Burgesses of *Wisbech*, as Conservators of the Port and Harbour of *Wisbech*, but that the said Mayor, Aldermen, and Burgesses, and their Harbour Masters and Officers, shall and may continue to have and exercise the same Powers and Authorities in all respects as they had and might lawfully exercise before the passing of this Act.

The Company not to obstruct Navigation, &c.

XLIX. And be it enacted, That it shall not be lawful for the said Company, either during the Execution of the Works by this Act authorized or afterwards, to do any Act which shall impede or obstruct the Navigation or Drainage by or along the *Wisbech River*, or the Haling upon the Banks or Forelands thereof, save and except to such Extent only as may be sanctioned and approved by the Lord High Admiral or Lords Commissioners of the Admiralty for the Time being.

Restricting Works on Banks of Nene.

L. Provided always, and be it enacted, That none of the Powers by this Act conferred upon the said Company shall be exercised in respect of any of the Banks or Foreshores of the River *Nene* at *Sutton Bridge*, unless and until the said Company shall have been obtained the Consent of the Lord High Admiral or of the Commissioners for the Time being appointed for exercising the Office of Lord High Admiral thereto, and then only to such Extent and subject to such Conditions as the said Lord High Admiral or Commissioners shall prescribe.

Wisbech Port Dues reserved.

LI. Provided always, and be it enacted, That nothing in this Act contained shall extend to prejudice or affect the Title of the Mayor, Aldermen, and Burgesses of the Borough of *Wisbech* to the Dues and Duties, Rights and Privileges, to which they are by Law entitled (if any), but that the same Dues and Duties, Rights and Privileges, shall be payable and paid, used and exercised, to the same Extent in all respects as if this Act had not passed.

Saving the Rights of the Crown and the Duchy of Lancaster.

LII. And be it enacted, That nothing contained in this Act, or in the Acts herein recited or referred to, shall extend to authorize the Company to purchase, take, or use any Land or Soil, or any Rights in respect thereof, belonging to Her Majesty in right of Her Crown, without the Consent in Writing of the Commissioners for the Time being of Her Majesty's Woods, Forests, Land Revenues, Works, and Buildings, or any Two of them, first had and obtained for that Purpose, and which the said Commissioners or any Two of them are hereby authorized and empowered to give, or to prejudice, diminish, alter, or take away any of the Rights, Privileges, Powers, or Authorities vested in or enjoyed by Her Majesty, Her Heirs or Successors, in right of Her Crown or in right of Her Duchy of *Lancaster*.

Limiting Period for compulsory Purchase of Lands.

LIII. And be it enacted, That the Powers of the Company for the compulsory Purchase of Lands for the Purposes of this Act shall not be exercised after the Expiration of Six Years from the passing of this Act.

Period for Completion of Works.

LIV. And be it enacted, That the Railway, Branch Railway, and Works relating to the Improvement of the said Harbour, by this Act authorized, shall be completed within Seven Years from the passing of this Act, and on the Expiration of such Period the Powers by this or the said recited Acts granted to the Company for executing the same shall cease to be exercised, except as to so much of the said Works as shall then be completed.

Expences of Act.

LV. And be it enacted, That all the Costs, Charges, and Expences of and attending the passing of this Act or incidental thereto shall be paid by the said Company, *pari passu* with the Costs, Charges, and Expences of every other Act of Parliament passed in the present Session to which they may be liable, out of the first Monies which shall come

come to their Hands, and in preference to any other Payment whatsoever.

Public Act. LVI. And be it enacted, That this Act shall be a Public Act, and shall be judicially taken notice of as such.

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