

Clauses Consolidation Act 1845, to purchase and take by compulsion or by agreement, parts of any lands, houses, buildings, manufactories or other premises, or any vaults, cellars, arches, or offices attached to or belonging to the same, without being required or compelled to purchase the whole of any such lands, houses, buildings, manufactories, or premises, and to vary and extinguish all rights and privileges connected with such lands, houses, buildings, manufactories, and premises.

To empower the Company to cross, stop up, interfere with, alter or divert, either temporarily or permanently, all turnpike and other roads, streets, highways, bridges, footpaths, ways and rights of way, railways, tramways, canals, aqueducts, rivers, navigations, streams, pipes, telegraph wires and apparatus, telephones, sewers, drains and watercourses, within or adjoining the aforesaid parishes and other places, or any of them, which it may be necessary to cross, stop up interfere with, alter or divert for the purposes of the intended railways and works, or any of them, or other purposes of the intended Act.

To empower the Company, notwithstanding anything contained in the Railways Clauses Consolidation Act 1845, in the following instances respectively, to deviate from the levels of the railways hereinafter mentioned, authorized by the Extension to London Act 1893, as referred to the common datum line described in the sections deposited with reference to that Act, (hereinafter called the deposited sections), to any extent respectively not exceeding the extent hereinafter mentioned, or to such other extent as may be provided by the intended Act, that is to say:—

Railway No. 3, parish of Woodford-cum-Membris, in the county of Northampton, between a point marked and measured on the deposited sections of that railway, 15 miles, 2 furlongs, 4 chains, and the termination of that railway, to an extent not exceeding 7 feet up.

Railway No. 4, parish of Woodford-cum-Membris, in the county of Northampton, between the authorized commencement of that railway and the point marked and measured on the deposited sections of that railway, 2 furlongs 4 chains, from such commencement, to an extent not exceeding 7 feet up;

Railway No. 4, parish of Eydon, in the county of Northampton, between a point marked and measured on the deposited sections of that railway, 1 mile 1 furlong 2 chains, and a point marked and measured as aforesaid, 1 mile 5 furlongs 2 chains, to an extent not exceeding 7 feet up;

Railway No. 4, parish of Sulgrave, in the county of Northampton, between a point marked and measured on the deposited sections of that railway, 4 miles 9 chains, and a point marked and measured as aforesaid, 4 miles 6 furlongs 5 chains, to an extent not exceeding 9 feet up.

To substitute a solid embankment for the viaduct shown on the deposited sections of the Railway No. 3, authorized by the Extension to London Act 1893, in the parish of Upper Shuckburgh, and county of Warwick, and the parish of Catesby, and county of Northampton, between a point marked and measured on the deposited sections of that authorized railway, 9 miles 6 furlongs 8·8 chains, and a point 9 miles 7 furlongs 3·7 chains, marked and measured on the same sections, the length of the embankment

so to be substituted being 110 yards, or thereabouts.

To substitute a solid embankment for the viaduct shown on the deposited sections of the Railway No. 3, authorized by the Extension to London Act 1893, in the parish of Catesby, and county of Northampton, between a point marked and measured on the deposited sections of that authorised railway, 10 miles 3 furlongs, and a point 10 miles 3 furlongs 6 chains, marked and measured on the same sections, the length of the embankment so to be substituted being 126 yards, or thereabouts.

To substitute a solid embankment for a portion of the viaduct shown on the deposited sections of the Railway No. 4, authorized by the Extension to London Act 1893, in the parish of Brackley St. Peter, in the county of Northampton, and the parish of Turweston, in the county of Buckingham, between a point marked and measured on the deposited sections of that authorized railway, 10 miles 8 chains, and a point 10 miles 2 furlongs 1 chain, marked and measured on the same sections, the length of the embankment so to be substituted being 51 yards, or thereabouts.

The plans and sections deposited with reference to the Extension to London Act 1893, and referred to in this notice, were deposited in the month of November, 1891.

To empower the Company to levy tolls, rates, and duties upon or in respect of the said intended railways and works; to alter existing tolls, rates, and duties, to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties.

To empower the Company to abandon so much of Railway No. 1, Railway No. 2, Railway No. 3, and Railway No. 5, authorized by the Extension to London Act 1893, as will be rendered unnecessary by the construction of the said intended deviation railways and works, which portions of railways would have been situate in the parishes of Wilford, Ruddington, Gotham, East Leake, Shawell, Clifton-upon-Dunsmore, Rugby, Hillmorton, Barby, and Willoughby, in the counties of Nottingham, Leicester, Warwick, and Northampton, and to release the Company from all liabilities, penalties, forfeitures, and other obligations for the non-completion of the said portions of railways.

To empower the Company to abandon so much of Railway No. 2, authorized by the Extension to London Act 1893, as lies between the north side of Castle-street, in the borough of Leicester, and the south side of a road or street No. 39 in the parish of St. Mary, in the borough of Leicester, shown on the plans of the said Railway No. 2 deposited with the Clerk of the Peace for the county of Leicester with reference to that Act, which portion of railway so to be abandoned would have been situate wholly in the said parish of St. Mary, and will be rendered unnecessary by the construction of Railway No. 11 authorized by the Manchester, Sheffield and Lincolnshire Railway Act 1893, and to release the Company from all liabilities, penalties, forfeitures, and other obligations for the non-completion of the said portion of railway.

To extend the time limited by the Extension to London Act 1893, for the compulsory purchase of certain lands, for the railways numbered 1 and 2, authorized by the Manchester, Sheffield and Lincolnshire Railway (Additional Powers) Act, 1883, and described in section 4 of that Act, and also to extend the time limited by the Manchester, Sheffield and Lincolnshire Railway