

Widening between Finsbury Park and  
Harringay.

A widening of the main line of the Company on the down side thereof, wholly in the parish and urban district of Hornsey, in the county of Middlesex, commencing by a junction with the down goods line at a point about 178 yards south of the bridge carrying Upper Tollington Park over the railway of the Company, and terminating by a junction with the said down goods line opposite, or nearly opposite, the northern end of the down platform at Harringay Station.

Widenings at Hornsey.

A Widening (No. 1) of the main line of the Company on the down side thereof, wholly in the said parish and urban district of Hornsey, commencing about 77 yards south of the southern end of the down platform at Hornsey Station, and terminating about 120 yards north of the bridge carrying the railway of the Company over Turnpike-lane.

A Widening (No. 2) of the said main line on the up side thereof, wholly in the said parish and urban district of Hornsey, commencing about 6 yards south of the foot-bridge at Hornsey Station, and terminating about 190 yards north of the said bridge over Turnpike-lane.

Widening and Improvement at Peterborough.

A widening and improvement of the main line and station of the Company, in the parish of Peterborough Within, in the city and borough of Peterborough, in the soke of Peterborough, commencing at the northern end of the bridge carrying the said main line over the River Nene, and terminating at the south face of the bridge carrying Westwood-road over the railway of the Company.

To empower the Company to abandon so much of Railway No. 1 of the said loop line as lies between the said points of commencement and termination of the Deviation No. 1, and so much of Railway No. 2 of the said loop line as lies between the said point, marked on the said plans as 5 miles and 1 furlong from the commencement of that railway and the termination thereof; and also the whole of the Railways No. 3 and No. 4 of the said loop line; and to release the Company from all penalties and liabilities and all obligations under which they now are with reference to the said portions of railway and railways so to be abandoned.

To enable the Company and the Midland Railway Company, or either of them, to execute the following works, or some of them, or some part or parts thereof, and exercise all or some of the following powers (that is to say):—

In connection with the said widening and improvement of the main line and station at Peterborough, to empower the Company and the Midland Railway Company, or either of them, to construct a bridge or viaduct in lieu of the level crossing of the railway of the Company and of the railway of the Midland Railway Company by the Thorpe-road, and to divert and alter the gradients of Thorpe-road and Cowgate, such diversion to commence about 90 yards west of the western end of The Crescent, and to terminate in Cowgate, about 100 yards east of the junction therewith of Sweet Briar-walk, and also to divert so

much of Saint Leonard Street as lies between its junction with Cowgate and its junction with Milton-street, also to divert and alter the levels of River-lane, such diversion and alteration to commence at a point therein about 60 yards south of its junction with Thorpe-road, and terminating at that junction. And the Bill will enable the Company and the Midland Railway Company, or either of them, to stop up and to extinguish all rights of way in and over the portions of roads so diverted between the respective points of diversion thereof, and in and over the level crossings of the railway of the Company and of the railway of the Midland Railway Company by Thorpe-road; and the Bill will vest in the Company the site and soil of so much of the said roads so stopped up as lies within the boundaries of the Company's property, and in the Midland Railway Company the site and soil of so much as lies within the boundaries of that Company's property.

To enable the Company to execute the following works, or some of them, or some part or parts thereof, and exercise all or some of the following powers (that is to say):—

Diversion of Roads at Highbury.

To enable the Company, in the parish and district of Saint Mary, Islington, in the county of London, to divert a portion of the public roads, known as Drayton Park and Gillespie-road respectively, such diversion to commence in the said Drayton Park, at its junction with Elfort-road, and to terminate in the said Gillespie-road, at its junction with Highbury Hill, and to authorise the Company to stop up and to extinguish all rights of way in and over so much of the said Drayton Park and Gillespie-road, as lies between the commencement and the termination of the proposed diversion. And the Bill will vest the site and soil of the roads so stopped up in the Company.

Extension of Bridge at Hatfield.

To enable the Company, in the said parish and rural district of Hatfield, in Hertfordshire, to construct additional openings under the public road leading from the North-road to Saint Albans, at the western end of the bridge carrying the said public road over the railways of the Company immediately north of Hatfield Station.

New Roads and Footpath, Stopping-up of Roads and Footpaths, and Abolition of Level Crossings at Stevenage.

To enable the Company, in the parish and urban district of Stevenage, and in the said parish of Knebworth, in the said rural district of Hitchin, in Hertfordshire, to construct a new road (No. 1), commencing in and out of the said public road leading from Knebworth to Stevenage, at a point about 550 yards measured along that road in a westerly direction from the centre of the bridge carrying the road over the railway of the Company, and terminating in High-street, Stevenage, on the western side thereof, about 130 yards south of its junction with Orchard-road, otherwise Railway-street.

Also to construct, in the said parish and urban district of Stevenage, another new road (No. 2), commencing in and out of the public road leading from Norton Green to Stevenage, at a point about 420 yards