

the west by Duke-street, on the north by the property of, or reputed to belong to, the Company, and on the east by the River Derwent.

A strip of land in the parish of Cotham, in the rural district of Newark, in Nottinghamshire, adjoining the Newark and Bottesford Railway of the Company, on the eastern side thereof, and extending from a point about 4 chains south of the dyke at the southern end of Cotham Station Yard, known as Back Dyke, for a distance of about 3 chains, measured in a southerly direction.

A strip of land, in the parish of Balderton, in the rural district of Newark, in Nottinghamshire, adjoining the Newark and Bottesford Railway of the Company, on the eastern side thereof, and extending from Bowbridge-lane to the stream that crosses under the said railway, about 15 chains north of the Bowbridge-lane Bridge over the said railway.

Certain lands in the township and borough of Doncaster, in the West Riding of the county of York, bounded on the south-west by Bridge-terrace, on the north-east and south-east by the property of the Company, and on the north-west by the road known as Hexthorpe-road, or the continuation thereof.

And the Bill will enable the Company to construct a new footpath in the said parish of Luton Urban, in Bedfordshire, commencing in the footpath known as Pondwick's Path, at the northern corner of the River Lea Boiler Works of Messrs. Balmforth and Company, and terminating in the said road known as Church-street, at or near the western end of the said Pondwick's Path. And to stop up and extinguish all rights of way in and over the said footpath known as Pondwick's Path, from the said northern corner of the said boiler works to Church-street, and will vest the site and soil of the footpath so stopped up in the Company.

And the Bill will empower the Company to stop up and extinguish all rights of way in and over so much of the said road known as Hexthorpe-road, in the said township and borough of Doncaster, or the continuation thereof, as lies to the north-east of the junction of Bridge-terrace with Hexthorpe-road, and will vest the site and soil thereof in the Company.

To extend the powers of the Company for the compulsory purchase of lands for the purposes of Railway No. 2 (railway at Daybrook); Railway No. 3 (railway at Manchester); widening from Little Bytham to Grantham; widening at Balne-lane, Wakefield (authorized by the Great Northern Railway Act, 1901); and for the compulsory purchase of additional lands referred to in that Act under the following headings:—

In the county of London—Deptford, King's Cross.

In the county of Middlesex—Finchley, Enfield.

In the county of Cambridge.

In the Parts of Holland in Lincolnshire—Holbeach.

In the Parts of Lindsey in Lincolnshire.

In the county of Nottingham—Saxondale Junction, Nuthall, Awsworth Junction.

In the county of Derby—Heanor Branch Junction.

In the West Riding of Yorkshire—Wrenthorpe.

In the county of Lancaster.

To further extend the powers of the Company for the compulsory purchase of such of the lands as have not already been purchased for the purposes of—

(a) The railways numbered 1, 2, 3, 4, 5 and 6 (loop line, Enfield to Stevenage), authorized by the Great Northern Railway Act, 1898, as deviated by the Great Northern Railway Act, 1899;

(b) The railways numbered 7 and 8 (railways at Finsbury Park), and so much as has not yet been completed of the widenings described in the Great Northern Railway Act, 1898, under the headings, widenings at Langley, widening at Sandy, widening Wood Walton to Yaxley, and widening Finchley to Edgware, authorized by the Great Northern Railway Act, 1898, the powers for the compulsory purchase of lands for which were extended by section 36 of the Great Northern Railway Act, 1901.

To further extend the powers of the Company for the purchase of the lands described in section 39 of the Great Northern Railway Act, 1901, under the following headings:—

In the county of Middlesex—Wood Green.

In the county of Hertford—East Barnet.

In the county of Bedford—Sandy.

the powers for the compulsory purchase of which were conferred up the Company by the Great Northern Railway Act, 1898, and extended by section 39 of the Great Northern Railway Act, 1901.

To authorize the purchase by the Company and the Great Central Railway Company of and to hold the lands next hereinafter described, and to extinguish all rights of way and other rights in, over, under or in relation to the said lands, or any of them (that is to say):—

A strip of land in the township and urban district of Sandal Magna, in the said West Riding of Yorkshire, adjoining the West Riding and Grimsby Railway, on the north-eastern side thereof, and extending from the Sandal Junction Signal Box for a distance of about 18½ chains, measured in a south-easterly direction.

To extend the powers of the Company and the Great Central Railway Company for the compulsory purchase of the additional lands at Adwick, in the West Riding of Yorkshire, described in section 33 of the Great Northern Railway Act, 1901.

To authorize the purchase of so much only of any house, building, manufactory or property as may be required for the purposes of the intended works or of the Bill, notwithstanding anything contained in the 92nd section of the Lands Clauses Consolidation Act, 1845.

To authorize the Company in the construction of any of the works proposed to be authorized by the Bill, to deviate from the lines and levels thereof, shown on the plans and sections to be deposited, as hereinafter mentioned, and to stop up, alter or divert, temporarily or permanently, road, streets, footways, railways, tramway, 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 Bill.