

and with the Town Clerk of the borough of Walsall, at his office at Walsall, with respect to each parish with the parish clerk thereof, at his residence, and with respect to any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence. All the above-mentioned deposits will be made on or before the 30th day of November instant.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade, on or before the 23rd day of December next, and printed copies of the draft Provisional Order when deposited, and of the Order when made, will be furnished at the price of one shilling for each copy to all persons applying for the same, at the office of the undersigned, Walter Webb and Co., 23, Queen Victoria-street, in the city of London.

Every Company, Corporation, or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the intended application for a Provisional Order, may do so by letter addressed to the Assistant-Secretary of the Railway Department of the Board of Trade, on or before the 15th day of January, 1884, and a copy of such objection must be sent to the promoters, or their undersigned Solicitors and Parliamentary Agents on their behalf, and on forwarding to the Board of Trade such objections, the objectors or their agents should state that a copy of the same has been sent to the promoters or their agents.

Dated this 22nd day of November, 1883.

Walter Webb and Co., 23, Queen Victoria-street, London, E.C., Solicitors and Parliamentary Agents.

In the Board of Trade—Session 1884.

The Tramways Act, 1870.

Hartlepool's Tramways Extension.

(Construction of new Tramways in the parish of Stranton; User of Public Streets; Tolls; Steam and Mechanical Power; Regulation of Traffic along the Streets and Tramways; Alteration of Part and Abandonment of Construction of other Parts of the Tramways authorised by the Hartlepool Tramways Order, 1883, and release of portion of Deposit in respect of same; For the Transfer or Vesting of the Undertaking authorised by that Order to or in the Hartlepool Steam Tramways Company, Limited, and Amalgamation of the proposed Tramways therewith; Agreements and Confirmation of Agreements with Local and Road Authorities and others; and other Provisions.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade by the Hartlepool Steam Tramways Company, Limited (hereinafter referred to as "the Company") for a Provisional Order (hereinafter referred to as "the Order"), under and subject to the provisions of the Tramways Act, 1870, for the following or some of the following purposes, that is to say:—

1. To authorise the Company to construct and maintain in connection with the system of tramways authorised by the Hartlepool Tramways Order, 1883 (hereinafter referred to as "the Order of 1883"), the street tramways hereinafter mentioned, or some of them, or some part or parts thereof respectively, with all necessary and proper materials, works, and conveniences connected therewith, or incidental thereto respectively, to be wholly situate in the parish of Stranton, in the county of Durham, that is to say:—

Tramway No. 1.—A tramway commencing in
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Church-street, West Hartlepool, at a point 2·15 chains east of the junction of Lynn-street, being the termination of Tramway No. 1 authorised by the Order of 1883, thence passing in an easterly direction along Church-street and into and along Mainsforth-terrace, crossing the siding into Mr. Thomas Walker's works in that terrace on the level, and terminating in Mainsforth-terrace at a point 1 chain south of the junction of Nelson-street.

Tramway No. 1 will be laid as a single line, except at the following places, where it will be laid as a double line (that is to say):—

In Mainsforth-terrace, between points respectively 1·3 chain north and 1·7 chain south of the junction of Edward-street; and between the junction of Reed-street and a point 3 chains south of the same; and between the junction of Hilda-street and a point 3 chains south of the same; and for a distance of 3 chains from the termination of the tramway.

Tramway No. 2.—A tramway commencing in Mainsforth-terrace, at a point 1 chain south of the junction of Nelson-street by a junction with the proposed Tramway No. 1, thence passing in a south-easterly direction along the bridge over the North Eastern Railway, and thence in a southerly direction along the road to Seaton-Carew by the sea banks and foreshore to Seaton-Carew, and terminating there at a point 5·4 chains south of the junction of Church-street with that road.

Tramway No. 2 will be laid as a single line, except at the following places, where it will be laid as a double line (that is to say):—

In Mainsforth-terrace and Seaton-road, for a distance of 9 chains from the commencement of the tramway.

In the Seaton Carew-road, between points respectively 6 chains and 9 chains south of the West Hartlepool (No. 2) Lifeboat house, and between points respectively 7·15 chains and 10·15 chains north of the Carr House, and between points respectively 1 chain and 4 chains south of the stream passing under the Seaton-road, on the south side of Carr House, and between points respectively 1·5 chain north and 1·5 chain south of the Seaton Lower Lighthouse, and between the junction of the roadway on the north side of Seaton-green and a point 3 chains south of the same, and between points respectively 9·6 chains and 12·6 chains north of the junction of Church-street (Seaton Carew), and between points respectively 1·4 chain and 4·4 chains south of the junction of Church-street.

Tramway No. 3.—A tramway commencing in Stockton-street (West Hartlepool) by a junction with Tramway No. 5, authorised by the Order of 1883, thence passing in a southerly direction along Stockton-road, and terminating in Stockton-road at a point 0·6 chain south of the junction of Oxford-street.

Tramway No. 3 will be laid as a single line, except in the following places, where it will be laid as a double line (that is to say):—

In Stockton-street and Stockton-road for a length of 1·5 chain from the commencement of the tramway;

In Stockton-road between the junction of Burbank-street and a point 1 furlong 3 chains south of that point; and between points respectively 5 chains north and 8 chains north-east of the junction of Westbourne-road (measured along the tramway); and be-