

To make new or further provision for the protection of the waterworks, water supply, and property of the Company, and for defining and regulating such supply, and for preventing frauds on the Company, and for preventing the contamination, fouling, waste, misuse, and undue consumption of water, and for imposing penalties in respect of all or any such matters.

To enable the Company to hold a certain piece of land recently purchased by or held in trust for them known as Springfield, and the buildings thereon, abutting towards the south upon the Fulbourn-road aforesaid, towards the east on the Company's land and property at Springhead, towards the west on the Cherryhinton Hall Estate of the Company, and towards the north upon the Cherryhinton Brook.

To authorise the Company to sell and dispose of, or let on lease or otherwise from time to time, any land, houses, and property for the time being belonging to the Company.

To empower the Company on the one hand, and any Local Board of Health, Urban or Rural Sanitary Authority, or any other local authority, and the trustees of any turnpike or other road, or any Highway Board, or any surveyor of any highway, and any railway company, and any other companies, bodies, or persons jointly or severally on the other hand, to enter into and carry into effect contracts and agreements for the supply of water in bulk or otherwise, without as well as within the limits of supply of the Company, and to vary, suspend, or rescind any contract or arrangement, and to enter and carry into effect other contracts or arrangements in lieu thereof, or in addition thereto, and to confer all necessary powers in that behalf upon all such authorities, boards, trustees, surveyors, companies, bodies, and persons, and to enable them to apply for the purposes of any such contract or arrangement any funds or moneys which they have raised or may raise under any Act of Parliament or otherwise, and, if thought fit, to confirm any such contract or agreement which may have been or may be entered into.

To alter, define, and regulate the capital of the Company, and to enable the Company for all or any of the purposes of the Bill to apply their corporate funds and revenues, and for those purposes and for the general purposes of their undertaking to raise further money by the creation and issue of new shares or stock (ordinary or preferential, or both) and debenture stock, and by borrowing on mortgage or otherwise, upon such terms and conditions as the Company may determine, or as may be prescribed by the Bill.

To vary or extinguish all or any rights or privileges which would in any way interfere with the objects of the Bill, and to confer other rights and privileges.

To alter, amend, enlarge, or repeal, so far as may be necessary or expedient for any of the purposes of the Bill, the provisions or some of the provisions of the Cambridge University and Town Waterworks Act, 1853, the Cambridge University and Town Waterworks Act, 1855, the Cambridge University and Town Waterworks Act, 1866, the Cambridge University and Town Waterworks Act, 1871, or any or either of those Acts, and any other Act or Acts relating to the Company or their undertaking.

And notice is hereby also given, that on or before the 30th day of November, 1885, plans and sections of the works proposed to be authorised by the Bill, showing the situation and levels thereof, such plans also showing the lands intended to be compulsorily taken under the

powers of the Bill, with a book of reference to such plans respectively, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the County of Cambridge, at his office at Cambridge, in that county; and on or before the same day a copy of so much of the said plans and sections and book of reference as relates to each parish or extra-parochial place in or through which the intended works are to be made, or in which any lands which are intended to be taken compulsorily are situate, and a copy of this notice, will be deposited for public inspection with the parish clerk of each such parish, at his residence, and, in the case of any extra-parochial place, with the clerk of some parish immediately adjoining such extra-parochial place, at his residence.

Printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December next.

Dated this 12th day of November, 1885.

*William Peed*, Bank-buildings, Benet-street, Cambridge, Solicitor for the Bill.

*J. C. Rees*, 13, Great George-street, Westminster, Parliamentary Agent.

Board of Trade.—Session 1886.

The Tramways Act, 1870.

North Staffordshire Tramways Extensions and Amendment Order, 1886.

(Application for a Provisional Order to Authorize the Construction of Tramways in the Borough of Stoke-upon-Trent; Amendment of the North Staffordshire Tramways Order, 1880, and the North Staffordshire Tramways (Extensions) Order, 1881; Abandonment of certain Tramways and Portions of Tramways; Authority to use Steam or other Mechanical Power; Return of Deposit; Repeal and Amendment of Acts; Extension of Time; and other Purposes.)

NOTICE is hereby given, that application is intended to be made by the North Staffordshire Tramways Company Limited (hereinafter called "the Company"), on or before the 23rd day of December, 1885, to the Board of Trade for a Provisional Order to effecting the following purposes, or some of them (that is to say):—

To authorize the Company to make, form, lay down, maintain, and use the tramways hereinafter described, or some or one of them, with all necessary and proper rails, plates, sleepers, works, and conveniences (that is to say):—

Tramway No. 1, in the parish of Stoke-upon-Trent, commencing in London-road, Stoke, by a junction with the existing tramway there, proceeding thence along London-road, Stoke, to the termination of that road at its junction with London-road, Newcastle-under-Lyme.

Tramway No. 1 will be a single line, except—

(a.) In London-road, Stoke, at a point 3 furlongs from its commencement, for a distance of 3 chains south-westward.

(b.) In London-road, Stoke, at a point 5 furlongs 7·50 chains from its commencement, for a distance of 3 chains south-westward.

A less space than 9 feet 6 inches will intervene between the outside of the footpath and the nearest rail of the tramway—

(a.) In London-road, Stoke, from a point 3 furlongs from its commencement, for a distance of 3 chains south-westward.

(b.) In London-road, Stoke, from a point 5 furlongs 7·50 chains from its commencement, for a distance of 3 chains south-westward.