

The Bill will or may authorise the Company to pay out of their capital or funds, interest, or dividends to shareholders in the Company on the amount from time to time paid up on their shares previous to the completion and opening of the railway.

The Bill will vary or extinguish all rights, powers, and privileges which may interfere with its objects, and incorporate with, or without modification all or some of the provisions of the Lands Clauses Consolidation Acts, 1845, 1860, and 1869, the Railways Clauses Consolidation Act, 1845, and the Railways Clauses Act, 1863, and the Companies Clauses Consolidation Acts, 1845, 1863, and 1869, and so far as may be requisite for the purposes thereof it will amend, enlarge, or repeal some of the provisions of the Act 8 and 9 Vic., cap. 36, and of any other Acts relating to or affecting the London and North-Western Railway Company, or their undertaking.

And notice is hereby given, that on or before the 30th day of November instant, plans and sections of the railways and works proposed to be authorised by the Bill, showing the lines and levels thereof, with a book of reference to the plans, an ordnance map with the line of railway delineated thereon, 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 Westmorland, at his office at Appleby; and on or before the said 30th day of November, a copy of so much of the plans, sections, and book of reference as relates to each parish in which the said railway and works, or any part thereof, will be situate, together with a copy of this notice published as aforesaid, will be deposited with the parish clerk of each such parish at his residence, and in the case of any extra-parochial place with the parish clerk or some adjoining parish at his residence.

Printed copies of the 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 11th day of November, 1836.

Nelson, Barr, and Nelson, 29, Abingdon-street, Westminster, S.W., and 4, South-parade, Leeds;

John Baker, 21, Queen Anne's-gate, Westminster, S.W.;

Solicitors.

William Bell, 27, Great George-street, Westminster, Parliamentary Agent.

Board of Trade.—Session 1837.

The Tramways Act, 1837.

(North Staffordshire Tramways Extensions.)
(Construction of Tramways in the District of the Borough of Longton, in the County of Stafford; Power to make Junctions with Properties adjoining the Tramways; Power to use other than Animal Power on the Tramways; Repeal and Amendment of Acts, and other purposes.)

NOTICE is hereby given that application is intended to be made to the Board of Trade on or before the 23rd day of December next, under the provisions of the above Act, for a Provisional Order to authorize the North Staffordshire Tramways Company, Limited (hereinafter referred to as "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 Trentham,

commencing in Trentham-road, with a junction with the constructed tramway in that road, and proceeding thence along that road and terminating in that road at its junction with Belgrave-road.

Tramway No. 1 will be a double line throughout, and will be laid so that the centre of each line shall be one foot from the centre line of the street, except for a distance of 2.50 chains northward from its termination, and except on such 2.50 chains one of such lines only shall be used at one and the same time.

The total length of tramway No. 1 is one furlong, 9.79 chains, the whole of which is double line.

Tramway No. 2, commencing in the parish of Stone, in Meir-road, by a junction with the constructed tramway in that road, proceeding thence along Meir-road, Blythe Bridge-road, thence along Blythe Bridge-road in the parish of Caverswall, and terminating therein at a point opposite the Saracen's Head Inn.

Tramway No. 2 will be a double line except for a distance of 6.40 chains from its commencement, and from a point 1 furlong from its commencement, for a distance of 1 furlong 0.60 chains eastward, but where laid as double line, the centre line of each shall be 1 foot from the centre line of the street except in the following places:—

(A) In Meir-road, from a point 2 furlongs 0.60 chains from the commencement of the line for a distance of 2.50 chains eastward, and from a point opposite the end of the road from Normacot, for a distance of 2.50 chains eastward, and from a point 0.50 chains west of its termination, for a distance of 2.50 chains westward.

And except in those places one of such lines only shall be used at one and the same time.

The total length of Tramway No. 2 is 6 furlongs 6.85 chains, of which 4 furlongs 9.85 chains is double line, and 1 furlong 7.00 chains single line.

The proposed tramways will be made, and pass from, in, through, and into the following townlands, parishes, townships, and extra-parochial places or some or one of them, that is to say, Trentham, Caverswall, and Stone, all in the county of Stafford.

In the following instances the said tramways are proposed to be laid along the several streets and roads hereinafter mentioned, so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath on the side of the said streets or roads hereinafter mentioned, and the nearest rail of the tramway.

As regards Tramway No. 1.—In Trentham-road, on the west side thereof, from a point 0.14 chains from its commencement, for a distance of 2.20 chains southward. Also on both sides thereof, from a point 1.40 chains north of Blantyre-street, for a distance of 7.30 chains southward.

As regards Tramway No. 2.—In Meir-road, on the north side thereof, from a point 2 furlongs 0.60 chains from the commencement of the line for a distance of 2 furlongs 3.50 chains eastward. Also on both sides thereof, from a point 5 furlongs 3.70 chains from its commencement to its termination.

To empower the Company, with the consent of the owners, lessees, and occupiers of any works or premises adjoining any tramways either already authorized, or to be authorized by the Provisional Order to make junctions from the tramways to such works or premises.