

easterly direction from the east side of the tower for a distance of 180 feet measured in a westerly direction.

From a point 50 feet, measured in a northerly direction from the north side of the tower to a point opposite the north-west corner of the Manor Farm buildings.

From a point 165 feet, measured in a southerly direction from the termination of the tramway to a point 275 feet from such termination.

Tramway No. 9, in the parishes of Emberton and Olney, commencing by a junction with Tramway No. 8 at its termination, passing along Olney-road, across the bridges over the Ouse, and the mill race, thence along Bridge-street, High-street south, the Market-place, and High-street, in the said parish of Olney, and terminating in High-street, at a point opposite the centre of Spout-lane.

Tramway No. 9 will be single line throughout, and will be laid so that, in the following instances, for a distance of 30 feet and upwards, a less space than 10 feet 6 inches will intervene between the outside of the footpath and the nearest rail of the tramway on both sides of the road specified:—

In Olney-road, from the commencement of the tramway for a distance of 550 feet measured along the tramway.

For the entire length of Bridge-street.

For the entire length of High-street, South.

Tramway No. 10, wholly in the parish of Olney, commencing by a junction with Tramway No. 9 at a point 340 feet from its termination, passing along the south side of Olney market place and terminating at a point 40 feet measured in a westerly direction from the north-west corner of the Cock public house.

Tramway No. 10, will be single line throughout.

Tramway No. 11, wholly in the parish of Olney, commencing by a junction with Tramway No. 9 at its termination, and terminating by a junction with Tramway No. 10 at a point 40 feet from the termination of that tramway.

Tramway, No. 11, will be single line throughout.

Tramway, No. 12, wholly in the parish of Olney, commencing by a junction with Tramway No. 9 at its termination, passing along High-street, Olney, and Dartmouth-road, and terminating in Olney-road at a point 300 feet measured in a north-westerly direction, from a point opposite the north-west corner of the Queen Hotel.

Tramway No. 12 will be single line throughout, except at the following points, where it will be double line:

From a point 100 feet from the termination of the tramway to the point of junction of Dartmouth-road with High-street.

And will be laid along Dartmouth-road so that, for the entire length of that road, for a distance of 30 feet and upwards, a less space than 10 feet 6 inches will intervene between the outside of the footpath and the nearest rail of the tramway on both sides.

The tramways will be situate in the several parishes of Newport Pagnell, Lathbury, Shering-

ton, Emberton, and Olney, all in the county of Buckingham.

It is intended to employ steam or other mechanical power for moving carriages and trucks upon the tramways, and to run thereon carriages and trucks adapted for use upon railways.

To authorize the promoters to construct the tramways on a gauge of 4 feet 8½ inches, or such other gauge as the Board of Trade shall approve.

To reserve to the Company the exclusive right of using, on the proposed tramways, engines and carriages with flange wheels, or wheels specially or particularly adapted to run on a grooved edge or other rail.

To empower the Promoters from time to time to make such crossings, passing places, sidings, junctions, and other works in addition to those particularly specified in this notice, as may be necessary or convenient for the efficient working of the proposed tramways, or any of them, or for providing access to any stables or carriage sheds, or works of the Promoters.

To enable the Promoters when, by reason of the execution of any work affecting the surface or soil of any street, road, or thoroughfare, or otherwise, it is necessary or expedient to remove or discontinue the use of any tramway as aforesaid, or any part thereof, to make in, he same or any adjacent street, road, or thoroughfare, in any parish or place mentioned in this notice, and maintain so long as occasion may require, a temporary tramway, or temporary tramways, in lieu of the tramway, or part of a tramway so removed or discontinued to be used or intended so to be.

To enable the promoters for the purposes of the proposed tramways, to purchase by agreement, or to take easements over lands and houses, and to erect offices, buildings, and other conveniences on any such lands.

To enable the promoters to levy tolls, rates, and charges for the use of the proposed tramways by carriages passing along the same, and for the conveyance of passengers, or other traffic of whatever kind upon the same.

To empower the promoters to hold and acquire patent rights in relation to tramways.

To enable the local boards, town councils, vestries, or other bodies corporate, or persons having respectively the duty of directing the repairs, or the control and management of the said streets, roads, and places respectively, to enter into contracts and agreements with respect to the laying down, maintaining, renewing, repairing, working, and using of the proposed tramways, and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over and along the same.

To vary and extinguish all rights and privileges which would interfere with the objects of the Provisional Order, and to confer other rights and privileges.

The proposed Order will incorporate all or some of the provisions of the Tramways Act, 1870, subject to such alterations and modifications as may be deemed expedient.

On or before the 30th day of November instant, plans and sections of the proposed tramways and works, and a copy of this advertisement, as published in the London Gazette, will be deposited at the office of the Board of Trade, London, and for public inspection with the clerk of the peace for the county of Buckingham, at his office at Ayles-