

In the Parish of Tunstall, in the County of Stafford.

Certain lands lying on the east side of and adjoining the Company's loop line, and numbered 1597 on the $\frac{1}{2500}$ Ordnance map of the said parish.

To vest in the Company or authorise them to hold, use, and employ for any purposes of their undertaking the following lands already acquired by the Company, and shown upon the plans to be deposited as hereinafter mentioned, that is to say:—

Certain lands in the parish of Coppenthal, in the county of Chester, lying on the east side of and adjoining the Company's coal wharf, and numbered 71, 72, and 73, on the $\frac{1}{2500}$ Ordnance map of the said parish; and

Certain lands in the parish of Alsager, in the county of Chester, lying on the south side of the Company's Crewe and Audley line, being part of the lands numbered 397, 399, 490, and 492, on the $\frac{1}{2500}$ Ordnance map of the said parish; and

Certain other lands in the parish of Burslem, in the county of Stafford, lying on the east side of and adjoining the Company's loop line, and situate between the Waterloo-road and the boundary between the parishes of Burslem and Stoke-on-Trent; and

Certain other lands in the said parish of Burslem, situate on the east side, and adjoining the Company's main line, and numbered 253 on the $\frac{1}{2500}$ Ordnance map of the said parish; and

Certain other lands in the said parish of Stoke-on-Trent, in the county of Stafford, situate on the east side of and adjoining the Company's loop line, and bounded on the north by the Company's York-street wharf; and

Certain lands in the said parish of Stoke-on-Trent, situate at Cliff Vale, and numbered 1749, 1750, 1751, 1754, 1755, 1795, and 1796, on the $\frac{1}{2500}$ Ordnance map of the said parish; and

Certain other lands in the said parish of Stoke-on-Trent, lying on the east side of and adjoining the Company's main line, and numbered 870 on the said Ordnance map of the said parish; and

Certain other lands in the said parish of Stoke-on-Trent, lying on the east side of and adjoining the Company's loop line, bounded on the north by the said boundary between Burslem and Stoke-on-Trent, and on the south by the Company's York-street wharf; and

Certain other lands in the said parish of Stoke-on-Trent, lying on the north side of the Company's Stoke to Derby line, and adjoining the Company's Longton goods station, and numbered 2964 on the said Ordnance map of the said parish; and

Certain lands in the parish of Rolleston, in the county of Stafford, lying on the west side of and adjoining the Company's Burton Branch Railway, and bounded on the north by the road leading from Rolleston to Clay Mills, and

Certain lands in the said parish of Hatton, in the county of Derby, lying on the north side of and adjoining the said Stoke to Derby line, and bounded on the north by Scropton-lane, and on the east by Hatton-road.

To extinguish or provide for the extinguishment of all rights of way over the public carriage and other roads, streets, footpaths, ways, courts, alleys, and passages, or parts thereof, which are proposed to be stopped up and discontinued or

diverted, and in and over any of the lands to be acquired under the provisions of the intended Act, and over any roads which the Company may hereafter be required by the Board of Trade to carry over their railways, or any of them, by means of a bridge in lieu of a level crossing, and to vest the site or soil of such roads, streets, footpaths, ways, courts, alleys, or passages in the Company.

To authorise and empower the Company to cross, stop up, alter, divert, whether temporarily or permanently, and to cross on the level, all roads, highways, railways, tramways, light railways, canals, rivers, streams, watercourses, drains, sewers, pipes, and telegraphic and telephonic lines, wires, and apparatus, within or adjoining the parishes and places in this notice mentioned, which it may be necessary and convenient to cross, stop up, alter, or interfere with in exercising the powers of the intended Act.

To authorise the Company to make deviations laterally and vertically from the lines and levels of any of the intended works, as shown on the plans and sections to be deposited as hereinafter mentioned, and whether within or beyond the limits prescribed by the Railways Clauses Consolidation Act, 1845.

To make provision for the repair and maintenance of all or any of the new or altered roads, streets, footpaths, and highways to be constructed or altered under the powers of the intended Act, or by the authority of the Board of Trade, by the same persons or bodies, and by the same means as other roads, streets, footpaths, and highways in the parishes or places wherein the said new roads, streets, footpaths, and highways will be respectively situate, are for the time being legally repairable, or in such other manner as may be prescribed by the intended Act, and to provide that the Company shall not be liable under the 46th Section of the Railways Clauses Consolidation Act, 1845, to repair or maintain the surface of any road which shall be carried over the intended works, or any of them, or over the railways of the Company by a bridge or bridges, or the immediate approaches thereto.

To authorise and empower the Company to enter into and carry into effect agreements with local authorities as to the construction, maintenance, and repair of bridges, roads, highways, and footpaths.

To empower the Company to demand, receive, take and recover tolls, rates, or charges for and in respect of the railways, improvements, widenings and deviation to be authorised by the intended Act, and to alter and vary existing tolls, rates, and charges, and to grant exemptions from the payment of tolls, rates and charges.

To extend the time for the sale of all or any of the superfluous lands belonging to the Company in connection with their undertaking, and to confer upon the Company further powers with reference to the retention, sale or disposal of such lands, and to repeal, alter, or amend, with reference thereto, the provisions of the Lands Clauses Acts with respect to the sale of superfluous lands.

To empower the Company, and all companies and persons lawfully using or working the railways of the Company, or any of them, or any part or parts thereof, to run over and use with their engines and carriages, officers and servants, and for the purposes of their traffic of every description, upon such terms and conditions, and upon payment of such tolls, rates, charges, or other remuneration as may be agreed upon or settled by arbitration, or prescribed or provided by the intended Act, the railways or