

on the said Ordnance Map, situate on the west side of and adjoining the said Churnet Valley Railway for a length of 177 yards, or thereabouts, measured in a north-westerly direction from the bridge carrying an occupation road over the railway at the north-west end of the Rudyard Lake Station.

(c) Certain lands in the parish of Wolstanton, in the urban district of Wolstanton United, forming part of the closes of land numbered 2712 and 2810 on the Ordnance Map (Survey 1877) of the said parish, situate on the west side of and adjoining the Company's main line from Stoke to Macclesfield for a distance of 497 yards, or thereabouts, measured in a northerly direction from the junction of the Shelton Iron Steel and Coal Company's branch with the said main line.

(d) Certain lands in the parish of Bagnall, forming parts of the closes of land numbered 69, 96, 99, 130, 132, 309, 310, 312, 313, 314 and 315 on the Ordnance Map (2nd edition, 1899) of that parish, situate on the southern, eastern and western sides of and adjoining the Company's Stanley Reservoir and on the eastern and western side of and adjoining the feeder of the same, extending from the northern end of the said reservoir to Old Mill-lane, and on the eastern side of the said reservoir and feeder from Old Mill-lane to the boundary of Bagnall and Endon and Stanley parishes.

(e) Certain other lands in the parish of Endon and Stanley, forming parts of the closes of land numbered 694, 695, 697, 699, 702, 841, 842, 851, 852 and 854 respectively on the Ordnance Map (2nd edition, 1899) of that parish, situate on the north-east and east side of and adjoining the Company's Stanley reservoir, extending from the boundary of the Bagnall, and Endon and Stanley parishes to the northern end of the said reservoir.

To empower the Company to hold, use and appropriate for the purposes of their Undertaking the several lands hereinafter described, which have been already acquired by them (that is to say) :—

In the county of Stafford—

(a) Certain lands situate in the parish of Horninglow, on the west side of and adjoining the Company's railway, being part of the closes of land numbered 516 and 517 on the Ordnance Map (1st edition, 1882) of that parish.

(b) Certain other lands in the same parish forming part of the close of land numbered 298 on the said Ordnance Map and lying between the Company's Burton-upon-Trent and Horninglow branch railways.

(c) Certain lands in the parish and borough of Stoke-upon-Trent, situate on the south side of and adjoining the Company's Newcastle branch railway, being part of the close of land numbered 1,619 on the Ordnance Map (Survey 1877) of that parish.

(d) Certain lands in the county borough and parish of Hanley, situate on the south-west side of and adjoining the towing path of the Company's Caldon branch canal, for a distance of 187 yards, measured in a south-easterly direction from the bridge carrying Bedford-street over the said branch canal.

(e) Certain other lands situate in the said county borough and parish on the north side of and adjoining the Company's Caldon branch

canal, being the properties numbered 28 and 30 on the west side of and adjoining Stoke-road.

In the county of Chester—

(f) Certain lands in the parish of Monks Coppenhall, in the borough of Crewe, being numbers 121 and 123, Thomas-street, Crewe.

To authorize the purchase and acquisition of a part only of or of an easement in, over or under any property which may be required to be taken for the purposes or in exercise of the powers of the intended Act, without the Company becoming subject to the liability imposed by section 92 of the Lands Clauses Consolidation Act, 1845.

To extinguish or provide for the extinguishment of all rights of way over the public carriage and other roads, streets, footpaths and ways or portions 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 for vesting the site and soil of such roads, streets, footpaths and ways or portions thereof in the Company.

To authorize the crossing, stopping up, altering or diverting, whether temporarily or permanently, of all public carriage and other roads, highways, railways, tramways, canals, rivers, streams, pipes and electric wires and apparatus within or adjoining any of the parishes or places in this Notice mentioned which it may be necessary or convenient to cross, stop up, alter or divert in executing the several purposes of the intended Act.

To authorize 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 to such an extent as may be authorized by the intended Act, and whether beyond the limits allowed by the Railways Clauses Consolidation Act, 1845, or otherwise.

To empower the Company to demand and recover tolls, rates and other charges for and in respect of the railway, widening of railway and works to be authorized by the intended Act and to alter existing tolls, rates and charges.

To extend the time limited by the North Staffordshire Railway Act, 1899, for the construction of Railway No. 2 by that Act authorized, and also to extend the time limited by the North Staffordshire Railway Act, 1904, for the compulsory purchase of lands described in section 9 of that Act.

To extend the time for the sale of all or any of the superfluous lands belonging to the Company and the Cheadle Railway Company, Limited and the Leek and Manifold Valley Light Railway Company respectively, and to confer upon the Company or upon such other railway companies powers with reference to the retention, leasing, sale or disposition of such lands, and to alter, amend and extend with reference to the said lands the provisions of the Lands Clauses Consolidation Act, 1845, with reference to the sale of superfluous lands.

To authorize the Company to stop up, remove and discontinue the towing path through the Harecastle New Tunnel.

To make provision for regulating the passage of traction engines and other heavy vehicles over bridges carrying public roads over the railways of the Company and the Trent and Mersey Navigation of the Company, and to impose penalties on the owners of such engines and other vehicles in cases where such owners