

parochial places of Stranton, Hart, Throston, and Hartlepool, or some or one of them, in the county of Durham.

At the following places it is proposed to lay the tramways 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 footpaths on both sides of the streets hereinafter mentioned, and the nearest rail of the tramway, that is to say:—

In Lynn-street, for a distance of 165 feet, commencing at its commencement and terminating 165 feet north of the same point. For a distance of 205 feet, commencing at the corner of Princess-street, and terminating 45 feet south of the termination of Tramway No. 1. In Stockton-street for a distance of 50 feet, commencing 50 feet west of and terminating at the west side of the road or street known as Church-bank.

In Victoria-road for a distance of 165 feet, commencing 165 feet east of and terminating at the termination of Tramway No. 3.

Clarence-road.—For a distance of 165 feet, commencing opposite the corner of Hart-lane, and terminating 165 feet northward of the same point.

Cleveland-road.—For a distance of 165 feet, commencing and terminating respectively 726 feet and 561 feet south of the south side of Albion-row. For a distance of 165 feet, commencing and terminating 627 feet and 792 feet north of the south side of Albion-row. For a distance of 165 feet, commencing and terminating 264 feet and 99 feet south of the southern face of the bridge carrying the North-Eastern Railway (Newcastle Branch) over the road. For a distance of 75 feet, being that part of the road under the railway bridge carrying the North-Eastern Railway (East Hartlepool Branch) over that road.

Brougham-street.—For a distance of 165 feet, commencing 165 feet north of the termination, and terminating at the termination of Tramway No. 6.

Each of the tramways hereinbefore mentioned is intended to be constructed on a gauge of 3 feet 6 inches, and it is not intended to run thereon carriages or trucks adapted for use upon railways.

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 the 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 upon the same.

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

To enable the corporation, local boards, 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.

To amend or repeal so far as may be necessary or expedient for any of the purposes of the Provisional Order, the provisions or some of the provisions of the Tramways Act, 1870.

On or before the 30th day of November, 1882, plans and sections of the proposed works, and a copy of this advertisement, will be deposited at the office of the Clerk of the Parliaments, House of Lords, at the Private Bill Office of the House of Commons, at the Railway Department of the Board of Trade, with the clerk of the peace for the county of Durham, at his office in the city of Durham, with the town clerk of the borough of Hartlepool, being also clerk to the Urban Sanitary Authority of Hartlepool, at his office at the borough of Hartlepool, with the clerk of the West Hartlepool Improvement Commissioners, being the Urban Sanitary Authority of West Hartlepool, at his office at West Hartlepool, with the clerk of the Middleton-in-Stranton Local Board, at his office at West Hartlepool, with the clerk of the Throston Local Board, at his office at West Hartlepool, and on or before the same day a copy of so much of the said plans and sections as relates to each of the parishes and extra-parochial places in or through which the tramways are proposed to be laid, together with a copy of this advertisement, will be deposited in the case of each such parish with the parish clerk thereof, at his residence, and in the case of each such extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

Printed copies of the draft Provisional Order will be deposited at the Board of Trade on or before the 23rd day of December, 1882, and printed copies of the draft Provisional Order, when deposited, and of the Provisional Order, when made, may be obtained on application at the office of Mr. C. J. Hanly, Parliamentary Agent, 27, Great George-street, Westminster, at the price of one shilling for each copy.

Every Company, corporation, or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting this application, may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade, on or before the 15th January, 1883, and copies of their objections must at the same time be sent to the Promoters, and in forwarding to the Board of Trade such objections, the objectors, or their agents, should state that a copy of the same has been sent to the Promoters or their agents.

Dated this 22nd day of November, 1882.

*Goldring and Mitchell*, 13, Southampton-street, Bloomsbury, [Solicitors for the Bill.

*C. J. Hanly*, 27, Great George-street, Westminster, S.W., Parliamentary Agent.