

when it gradually converges on the same centre line.

The following is a description of each place at which any of the tramways to be authorized by the proposed Provisional Order will be so laid that for a distance of 30 feet or upwards a less space than 9 feet and 6 inches shall intervene between the outside of the footpath on either side of the road and the nearest rail of the tramway, viz. :—

In Church-road, Seacombe, from a point opposite the Marine Hotel, for a distance of  $5\frac{1}{2}$  chains along such road towards Brighton-street.

From a point in Church-road, Seacombe, opposite Abbotsford-street, for 3 chains along the same road.

From a point in Brighton-street, opposite the northern end of Saltoun-terrace, for three chains in a northwardly direction along the same street.

From a point in Brighton-street, opposite the centre line of Church-lane, to its junction with Church-street.

From a point in Liscard-road,  $1\frac{1}{2}$  chains south of Belvedere-terrace, for 3 chains in a northwardly direction along the same road.

From a point in Liscard-village, opposite the public fountain, through Liscard-village, in a north-eastwardly direction to a point in Rake-lane,  $4\frac{1}{2}$  chains from its junction with Liscard-village.

From a point in Rake-lane, 3 chains south-west from its junction with Withen's-lane for 3 chains in a north-eastwardly direction along Rake-lane.

From a point opposite the centre line of Earls-ton-road, along Rake-lane, to its junction with Mount Pleasant-road.

From a point in Upper Brighton, 3 chains to the south of its junction with Rowson-street to that junction.

From a point in Rowson-street, from its junction with Church-road, New Brighton, for  $4\frac{1}{2}$  chains in a westwardly direction along such last mentioned road.

From a point in Brighton-street, at its junction with King-street, along King-street, to a point opposite the centre line of Rice-lane.

From a point in King-street, at its junction with Sea Bank-road, along Sea Bank-road, to its junction with Manor Road.

From a point in Penkett-road, 3 chains along such road, from its junction with Rake-lane.

From a point in Victoria-road, Seacombe, at its junction with Church-road, along Victoria-road, to a point at its junction with Liscard-road.

From a point in Poulton-road  $4\frac{1}{2}$  chains from the western termination of Tramway No. 3.

From a point in Wallasey-road, Liscard, opposite to the east end of Greenfield-view, along Wallasey-road, in a westwardly direction for 9 chains.

From a point in Wallasey-road, Liscard,  $4\frac{1}{2}$  chains from the western termination of Tramway No. 4.

The said several tramways, sidings, and works will pass through or into all or some of the following parishes, townships, or places, that is to say, Wallasey, Poulton-cum-Seacombe, Liscard, Egremont, North Egremont, Upper Brighton, and New Brighton, all in the said county of Chester; the said tramways and sidings will pass along the centre of the several roads and streets hereinbefore mentioned, unless otherwise expressly stated.

The said several tramways and sidings will occupy a space of 5 feet 4 inches in width or thereabouts, and the distance thereof from the

centre of the roads or streets hereinbefore stated, means the distance of the centre lines of the tramways and sidings from the centre line of the roads or streets, and the centre line means in all cases, except where otherwise stated, an imaginary line drawn along the centre of the carriage way of the road or street along which the respective tramway is intended to be laid.

And for the purposes of the undertaking powers will be taken in the said Provisional Order to break up roads, streets, and highways, and to purchase lands, hereditaments, and easements by agreement, to levy tolls, rates, and charges, to prohibit persons from passing along the tramways with carriages having flange wheels or wheels suitable only to run on the rail of the tramway, to enable the Promoters to enter into agreements for the construction, maintenance, working, and regulation of the said tramways and sidings, or any of them and for the repair and maintenance of the roads or streets, and for the regulation of the traffic thereon or approaching thereto, or departing therefrom, and to enable the Promoters to make bye-laws and to grant licences for the use of the said tramways, and to make such other crossings, sidings, junctions, and other works as may be convenient for the efficient working of the tramways, or for providing access to any stables, carriage sheds, or works of the Promoters, and to erect or purchase offices, buildings, stables, and other conveniences; and to remove and otherwise interfere with watercourses, water pipes, gas pipes, telegraph pipes, posts, tubes, wire, and apparatus within the places aforesaid, for the purpose of constructing, maintaining, renewing, or repairing any of the proposed tramways; and to reserve to the Promoters the exclusive right of using on the proposed tramways carriages with flange wheels, or other wheels specially or particularly adapted to run on a grooved rail, and to enable the Promoters to make temporary tramways in adjacent roads or streets, where the use of any tramway is temporarily stopped, and to maintain and work such temporary tramways until such stoppage is removed, to work by steam as well as by animal power, and to carry passengers, parcels, goods, and luggage on and over such tramways and sidings.

Power will be taken in the Provisional Order to vary or extinguish all rights or privileges inconsistent with its objects, and to confer other rights and privileges and all or some of the provisions of the "Lands Clauses Consolidation Acts, 1845, 1863, and 1869," "The Companies Clauses Consolidation Acts, 1845, and 1863," "The Railways Clauses Consolidation Acts, 1845, and 1863," and parts 2 and 3 of the "Tramways Act, 1870," will be incorporated with the said Provisional Order, and powers will be taken to vary, amend, or repeal some of the provisions of the above-mentioned Acts, and of the "Wallasey Embankment Acts, 1829 and 1864," the several Wallasey Improvement Acts, respectively passed in the years 1845, 1858, 1861, 1864, and 1867, and the 6th section of the last mentioned Act.

On or before the 30th day of November, 1872, proper plans and sections of the proposed tramways, sidings, and works, showing the lines and levels of the said tramways, and a copy of this notice as published in the London Gazette, will be deposited at the office of the Board of Trade, and for public inspection with the Clerk of the Peace for the county of Chester, at his office in Chester, in the said county, and at the office of the Promoters in Egremont, in the said county; and with the Rector of the said parish of Wallasey, at his residence in Wallasey, there being no Parish Clerk.