

Tramway No. 13 will be a single line throughout.

The total length of Tramway No. 13 will be 5 furlongs 7·5 chains.

Tramway No. 13 will be so laid that for a distance of 30 feet and upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath and the nearest rail of the Tramway between the following points:—

On the north side of Juvenal-street, between a point 0·6 chain west of the west side of Great Homer-street and Cazneau-street.

On the north side of Juvenal-street, between Cazneau-street and a point opposite the east side of Grosvenor-street.

On the west side of Grosvenor-street and Rose-hill, between a point opposite the south side of Chaucer-street and a point opposite the north side of Richmond-row.

On both sides of Richmond-row, between a point opposite the west side of Rose-hill and a point opposite the east side of Christian-street.

On both sides of Christian-street, between the south side of Birkett-street and the north side of Holly-street.

On the west side of Christian-street, between the south side of Gerard-street and the north side of Islington.

Tramway No. 13A.

Wholly situate in the parish and city of Liverpool, commencing by a junction with Tramway No. 13 in Juvenal-street, at a point 0·3 chain east of the east side of Cazneau-street, and terminating by a junction with the existing Tramway in Cazneau-street, at a point 0·3 chain south of the south side of Juvenal-street.

Tramway No. 13A will be a single line throughout.

The total length of Tramway No. 13A will be 1·2 chain.

Tramway No. 13B.

Wholly situate in the parish and city of Liverpool, commencing by a junction with the existing Tramway in Cazneau-street, at a point 0·5 chain north of the north side of Juvenal-street, and terminating in Juvenal-street by a junction with Tramway No. 13, at a point 0·3 chain west of the west side of Cazneau-street.

Tramway No. 13B will be a single line throughout.

The total length of Tramway No. 13B will be 1·2 chain.

Tramway No. 14.

Wholly situate in the parish and city of Liverpool, commencing by a junction with the existing Tramway in Water-street, at a point 0·4 chain east of the east side of George's Dock Gates, passing along Back Goree and crossing James-street, and terminating by a junction with the authorised Tramway in Strand-street, at a point opposite the south side of James-street.

Tramway No. 14 will be a single line throughout, except between the points hereinafter specified, where it will be laid as a double line, that is to say:—

In Back Goree between a point 0·6 chain south of the south side of Water-street and a point 0·5 chain north of the north side of Brunswick-street.

In Back Goree between a point 0·8 chain south of the south side of Brunswick-street, and a point 0·7 chain north of the north side of Moor-street.

The total length of Tramway No. 14 will be 1 furlong 1·6 chain.

The total length of the double portion will be 5·0 chains.

The total length of the single portion will be 6·6 chains.

Tramway No. 14A.

Wholly situate in the parish and city of Liverpool, commencing by a junction with Tramway No. 14 in Back Goree, at a point 0·3 chain north of the north side of James-street, and terminating in James-street by a junction with the existing Tramway, at a point 0·5 chain east of the east side of Seabrow.

Tramway No. 14A will be a single line throughout.

The total length of Tramway No. 14A will be 1·6 chain.

Tramway No. 14B.

Wholly situate in the parish and city of Liverpool, commencing by a junction with the existing Tramway at the south end of Goree at a point 2·1 chains east of the centre of the swing bridge over George's Dock passage, and terminating by a junction with the authorised Tramway in Strand-street, at a point 0·9 chain south of the south side of James-street.

Tramway No. 14B will be a single line throughout.

The total length of Tramway No. 14B will be 2·3 chains.

Tramway No. 15.

Wholly situate in the parish and city of Liverpool, commencing by a junction with Tramway No. 14 in Back Goree at a point 0·3 chain north of the north side of Brunswick-street, passing along Brunswick-street, Fenwick-street, and Derby-square, and terminating in Derby-square at a point 0·2 chain west of the west side of Castle-street.

Tramway No. 15 will be a single line throughout.

The total length of Tramway No. 15 will be 1 furlong 3·6 chains.

Tramway No. 15A.

Wholly situate in the parish and city of Liverpool, commencing by a junction with Tramway No. 15 in Fenwick-street, at a point 0·3 chain north of the north side of Derby-square, and terminating in Preeson's-row by a junction with the authorised Tramway at a point 0·3 chain south of the south side of James-street.

Tramway No. 15A will be a single line throughout.

The total length of Tramway No. 15A will be 1·5 chain.

Tramway No. 16.

Wholly situate in the parish and city of Liverpool, commencing by junctions with the existing Tramway and Tramway No. 15, in Derby-square, at a point 0·2 chain west of the west side of Castle-street, passing along St. George's-crescent, South Castle-street, and Canning-place, and terminating by a junction with the authorised Tramway in Park-lane, at a point 0·3 chain south of the south side of Canning-place.

Tramway No. 16 will be a double line throughout, except between the points hereinafter specified, where it will be laid as a single line, that is to say:—

In South Castle-street, between a point 0·2 chain north of the north side of Thomas-street, and a point 0·2 chain north of the north side of King-street.

In Canning-place, between a point 0·3 chain east of the east side of Park-lane and its termination in Park-lane at a point 0·3 chain south of the south side of Canning-place.

NOTE.—A single line of Tramway is already authorised in South Castle-street and Canning-place.

The total length of Tramway No. 16 will be 2 furlongs 5·2 chains.

The total length of the double portion will be 2 furlongs 1·2 chain.