

From a point commencing in Victoria-road, New Brighton, 8 chains west of Portland-street, for a distance in a south-westwardly direction of 3 chains.

From a point commencing in Warren-drive, 4.50 chains from the south-west corner of the boundary wall of Stonebark House, for a distance in a southwardly direction of 3 chains.

From a point commencing in Warren-drive, 1 furlong 5.50 chains from the last-named point of Stonebark House wall, for a distance in a southwardly direction of 3 chains.

From a point commencing in Warren-drive, 2 furlongs 5 chains from the last-named point of Stonebark House wall, for a distance in a southwardly direction of 3 chains.

From a point commencing in Warren-drive, 3 chains from its junction with Grove-road, for a distance in a southwardly direction of 3 chains.

In the following instances the Tramways 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 on the side or sides of the road specified in each instance, and the nearest rail of the Tramway:—

Tramway No. 1.

In Victoria-road, Seacombe, on both sides of the street, from a point 3 chains south of the north angle of Mersey-street, for a distance of 180 feet in a northwardly direction along the said street.

In Demesne-street, on both sides of the street, from the angle of Victoria-road, for a distance of 70 feet in a northwardly direction along the said street.

Also in Demesne-street, on both sides of the street, from the north side of Tabor-street, for a distance of 180 feet in a northwardly direction along the said street.

In Brougham-road, from the end of Demesne-street, on both sides of the road, for a distance of 180 feet in a westwardly direction along the said road.

In Brighton-street, on both sides of the said street, from Bell-road, for the remainder of the whole length of the street in a northwardly direction along the said street.

In King-street, on both sides of the street, for the whole length of the said street.

In Sea Bank-road, on both sides of the road, from its commencement of King-street, for the whole length in an eastwardly direction, and 330 feet in a northwardly direction along the said street.

Also in Sea Bank-road, on both sides of the road, from a point 3 chains south of the lodge entrance to the Liscard Manor-house, for a distance of 180 feet in a northwardly direction along the said road.

Also in Sea Bank-road, on both sides of the road, from a point 5 chains north of Manor-road, for a distance of 180 feet in a northwardly direction along the said road.

Also in Sea Bank-road, on both sides of the road, from a point 1 furlong 6 chains north of Manor-road, for a distance of 180 feet in a northwardly direction along the said road.

Also in Sea Bank-road, on both sides of the road, from a point 2 furlongs 7 chains north of Manor-road, for a distance of 180 feet in a northwardly direction along the said road.

Also in Sea Bank-road, on both sides of the road, from a point 40 feet north of Westmoreland-road, for a distance of 180 feet in a northwardly direction along the said road.

Also in Sea Bank-road, on both sides of the road, from a point 2.50 chains north of Sandfield-

road, for a distance of 180 feet in a northwardly direction along the said road.

Also in Sea Bank-road, on both sides of the road, from a point one furlong north of Magazine-lane, for a distance of 230 feet in a northwardly direction along the said road.

In Rowson-street, on both sides of the street, from a point 2.50 chains south of Egerton-street, for a distance of 180 feet in a northwardly direction along the said street.

In Victoria-road, on both sides of the road, from its junction with Rowson-street, for a distance of 180 feet in an eastwardly direction along the said road.

Also in Victoria-road, on both sides of the road, from its junction with Grosvenor-road, for a distance of 180 feet in an eastwardly direction along the said road.

Also in Victoria-road, on both sides of the road, from a point 4 chains westward of Albert-street, for a distance of 250 feet in an eastwardly direction along the said road.

Tramway No. 2.

In Victoria-road, New Brighton, on both sides of the road, from its junction with Rowson-street, for a distance of 180 feet in a westwardly direction along the said road.

Also in Victoria-road, New Brighton, on both sides of the road, from a point 2.50 chains east of Atherton-street, for a distance of 180 feet in a westwardly direction along the said road.

Also in Victoria-road, New Brighton, on both sides of the road, from a point 2.50 chains east of Portland-street, for a distance of 180 feet in a westwardly direction along the said road.

Also in Victoria-road, on both sides of the road, from a point 8 chains west of Portland-street, for a distance of 180 feet in a south-westwardly direction along the said road.

In the Warren-drive, on both sides of the drive, at a point 4.50 chains from the south-west corner of the boundary wall of Stonebark House, for a distance of 180 feet in a south-westwardly direction along the said road.

Also in Warren-drive, on both sides of the drive, at a point 1 furlong 5.50 chains from Stonebark House wall, for a distance of 180 feet in a south-westwardly direction along the said drive.

Also in Warren-drive, upon both sides of the drive, at a point 2 furlongs 5 chains from the last-named point of Stonebark House wall, for a distance of 180 feet in a southwardly direction along the said drive.

Also in Warren-drive, on both sides of the drive, at a point 3 chains from its junction with Grove-road, for a distance in a southwardly direction of 180 feet.

Which said intended Tramways will pass, or be made from, in, through, or into, or be situated within the parishes and places following, or some of them (that is to say):—

The places of Seacombe, Egremont, Liscard, and New Brighton, and the townships of Poulton-cum-Seacombe, Liscard, and Wallasey, or some or one of them, in the parish of Wallasey, in the county of Chester.

The Order will enable the promoters to exercise the following powers, viz.:—

To provide, if thought expedient, that the said Tramways shall be constructed on a gauge of 3 feet 6 inches, and that so much of Section 34 of "The Tramways' Act, 1870," as limits the extent of the carriage used on any Tramway beyond the outer edge of the wheels of such carriage, shall not apply to carriages used on the proposed Tramways.

To authorize and empower the Promoters to use, for the purpose of their undertaking, the