

maintain, work, and use the tramways hereinafter described, or some or one of such tramways, with all necessary and proper rails, plate, sleepers, tubes, culverts, wires, cables, ropes, works and conveniences connected therewith, or incidental thereto, either for working the same by animal, steam, electrical, or any mechanical or other power (that is to say):—

Tramway No. 1, wholly situate in the parish of Walton-on-the-Hill, and township of Bootle-cum-Linacre, commencing at a point 30 feet distant, in a northerly direction from the south-west corner of Millers-bridge, at its junction with Regent-road, and terminating at a point 32 feet distant, in an easterly direction from a south-east corner of Millers-bridge at its junction with Derby-road, and forming a junction with the existing tramway in Derby-road.

Tramway No. 1 will be a single tramway except at the following places, where it will be a double line, namely:—

In Millers-bridge, between a point 66 feet from the east side of Regent-road and a point 148 feet from the east side of Regent-road.

In Millers-bridge, between a point 55 feet distant in a westerly direction from the west side of Derby-road, and the termination of the said tramway.

The total length of Tramway No. 1 will be 9.75 chains.

The total length of the single portion will be 6.75 chains.

The total length of the double portion will be 3 chains.

Tramway No. 2, situate in the parish and township of Walton-on-the-Hill, commencing at a point on the boundary line between the city of Liverpool and Local Government District of Walton-on-the-Hill, distant 30 feet in a south-easterly direction, from the corner of Barlow-lane and Caris-broke-road, and proceeding in an easterly direction across the junction of County-road and Walton-road along Spellow-lane, Walton-lane and Anfield-road and terminating on the boundary line between the city of Liverpool and the Local Government District of Walton-on-the-Hill, at a point 30 feet distant in an easterly direction from the boundary wall of the chapel situate at the corner of Sleepers-hill and Anfield-road, and forming a junction there with a tramway proposed to be laid in Sleepers-hill by the Corporation of Liverpool.

Tramway No. 2 will be a single tramway, except at the following places, where it will be a double line, namely:—

In Spellow-lane, between a point 82 feet distant in a northerly direction from the south-west corner of Goodison-road at its junction with Spellow-lane, and a point 70 feet distant in a southerly direction from the said corner.

In Walton-lane, between a point 50 feet distant in a south-easterly direction from the north-east corner of Langham-street, at its junction with Walton-lane, and a point 122 feet distant in a south-easterly direction from the same corner.

In Walton-lane, between a point 63 feet distant in a north-easterly direction from the south-east corner of Marius-street, at its junction with Walton-lane, and a point 35 feet distant in a south-easterly direction from the same corner.

In Walton-lane, between a point 30 feet distant in an easterly direction from the south-east corner of Cockerell-street, at its junction with Walton-lane, and a point 38 feet distant in a southerly direction from the same corner.

In Anfield-road, from a point 38 feet distant in a northerly direction from the north-west corner of Sleepers-hill, at its junction with Anfield-road, to the termination of the said tramway.

The total length of Tramway No. 2 will be 4 furlongs 1.50 chains.

The total length of the single portion will be 3 furlongs 5 chains.

The total length of the double portion will be 6.50 chains.

Tramway No. 2 will be laid in Spellow-lane from a point distant 20 feet from the east side of Walton-road to a point 82 feet distant in a westerly direction from the south-west corner of Goodison-road at its junction with Spellow-lane in such a manner that a less space than 9 feet 6 inches will intervene between the outside of the footpath on the south side of Spellow-lane and the nearest rail of the tramway.

The intended tramways will be made in the parish of Walton-on-the-Hill.

The tramways are intended to be constructed on a gauge of 4 feet 8½ inches or such other gauge as may be authorised by the Board of Trade, with such grooves, plates, culverts, or tubes as may be necessary to work the same upon any electric or cable system or otherwise.

It is not intended to run on the tramways, carriages, or trucks adapted for use on railways.

To authorise the Company to employ animal, steam, electric, or other mechanical or motive power for moving carriages and trucks upon the tramways.

To enable the Company, when by reason of the execution of any work in or the alteration of any street, road, or other thoroughfare through or along which any tramway is laid it is necessary or expedient to remove, alter, or discontinue the use of any such tramway, or any part thereof, from time to time to make and lay down in the same or any adjacent or convenient street, and to maintain, so long as occasion may require, a temporary tramway or temporary tramways in lieu of the tramway or part of a tramway so required to be removed or discontinued to be used or found expedient so to be.

To empower the Company to lay down, make, and maintain from time to time such junctions, curves, crossings, turnouts, and other works as they may find necessary for the due and satisfactory working of the tramways, or for facilitating the traffic of the streets in which the same are laid, subject to such restrictions as regards the position and extent of such junctions, curves, crossings, turnouts, and other works as may be provided by the intended order.

To extend to the tramways to be constructed under the intended Order all or some of the powers, rights, and authorities conferred upon the Company by their existing Acts and Orders in respect of their existing tramways.

To enable the Company on the one hand, and the Corporation of Liverpool and Bootle, and the Local Board of Walton-on-the-Hill or any of them, on the other hand, to enter into agreements with reference to all or any of the purposes of the intended Order, and with reference to the acquisition by or transfer to such Corporations or Local Board, or one or more of them, of the powers of the intended Order or of any such tramways when made, and with re-