

of the northern side of Scarisbrick New-road.

Tramway No. 4 (1·60 chains in length), single line, commencing in Saint Luke's-road by a junction with Tramway No. 3 at a point 0·90 chain south-west of the centre of Sussex-road, turning into and terminating in Sussex-road by a junction with Tramway No. 1 at a point 0·80 chain south-east of the south-east side of Saint Luke's-road.

Tramway No. 5 (3 furlongs 5·17 chains in length, whereof 3 furlongs 2·57 chains will be single line and 2·60 chains will be double line), commencing in Bispham-road by a junction with Tramway No. 1 at a point 0·40 chain west of the centre of Old Park-lane, passing thence into and along Old Park-lane, High Park-road, and Mill-lane, and terminating in Mill-lane by a junction with the existing tramway belonging to the Corporation, and now leased to the Southport Tramways Company, Limited, at a point 0·20 chain north of the northern side of Moss-lane.

Tramway No. 5 will be laid as a single line except between the points hereinafter specified, where it will be laid as a double line (namely):—

In High Park-road between points respectively 3·40 chains and 0·80 chain south of the northern side of Moss-lane.

Tramway No. 6 (1 furlong 8·95 chains in length), single line, commencing in Albert-road by a junction with the existing tramway belonging to the Corporation, and now leased to the Southport Tramways Company, Limited, at a point 0·15 chain south-west of the south-western side of Park-road, passing thence into and along Park-road and Queen's-road, turning into and terminating in Leyland-road by a junction with the existing tramway belonging to the Corporation, and now leased to the Southport Tramways Company, Limited, at a point 0·45 chain south-east of the south-eastern side of Queen's-road.

Tramway No. 7 (3 furlongs 1 chain in length, whereof 2 furlongs 8 chains will be single line and 3 chains will be double line), commencing in Mornington-road by a junction with Tramway No. 1 at a point 0·20 chain north-west of the west side of Derby-road, passing thence into and along Kensington-road, turning into and terminating in Saint Luke's-road by a junction with Tramway No. 3 at a point 0·50 chain north-east of the northern side of Kensington-road.

Tramway No. 7 will be laid as a single line except between the points hereinafter specified, where it will be laid as a double line (namely):—

In Kensington-road between points 1·5 chains north-west and 1·5 chains south-east of the intersection of the centre lines of Windsor-road and Kensington-road.

Tramway No. 8 (1·15 chains in length), single line, commencing in London-street by a junction with the existing tramway belonging to the Birkdale and Southport Tramways Company, Limited, at a point 0·40 chain north-west of the north-west side of Hoghton-street, turning into and terminating in Hoghton-street by a junction with Tramway No. 1 at a point 0·15 chain north-east of the north-east side of London-street.

Tramway No. 9 (9 chains in length, whereof No. 27025.

5·30 chains will be single line and 3·70 chains will be double line), commencing in Eastbank-street by a junction with the existing tramway belonging to the Birkdale and Southport Tramways Company, Limited, at a point 0·55 chain south-east of the south-east side of Chapel-street, passing thence along Eastbank-street, turning into and terminating in Lord-street by a junction with the existing tramway belonging to the Corporation and now leased to the Southport Tramways Company, Limited, at a point 1·35 chains north-east of the southern side of Eastbank-street.

Tramway No. 9 will be laid as a single line except between the points hereinafter specified, where it will be laid as a double line (namely):—

In Eastbank-street, between points respectively 1·80 chains and 5·50 chains north-west of the commencement of the tramway.

Tramway No. 10 (1·25 chains in length), single line, commencing in Chapel-street by a junction with the existing tramway belonging to the Birkdale and Southport Tramways Company, Limited, at a point 0·85 chain north-east of the centre of Eastbank-street, turning into and terminating in Eastbank-street by a junction with Tramway No. 9, at a point 1·25 chains north-west of the south-east side of Chapel-street.

Tramway No. 11 (3·50 chains in length), single line, commencing in Eastbank-street by a junction with Tramway No. 9 at a point 0·90 chain north-west of the north-west side of Hodge-street, passing thence along Eastbank-street, turning into and terminating in Lord-street by a junction with the existing tramway belonging to the Corporation and now leased to the Southport Tramways Company, Limited, at a point 0·15 chain south-west of the south-west side of Eastbank-street.

Tramway No. 12 (1·15 chains in length), single line, commencing in Eastbank-street by a junction with Tramway No. 9 at a point in a line with the north-west face of the Cabmen's Shelter near Lord-street, turning into and terminating in Lord-street by a junction with the existing tramway belonging to the Corporation, and leased to the Southport Tramways Company, Limited, at a point 0·35 chain south-west of the south-west side of Eastbank-street.

Tramway No. 13 (1·80 chains in length), single line, commencing in Lord-street by a junction with the existing tramway belonging to the Corporation, and now leased to the Southport Tramways Company, Limited, at a point 0·60 chain south-west of the south-west side of the Cabmen's Shelter in London-square, and turning into and terminating in London-square by a junction with the existing tramway belonging to the Birkdale and Southport Tramways Company, Limited, at a point 1·40 chains north-west of the west corner of Parr's Bank.

Tramway No. 14 (2·28 chains in length), single line, commencing in Lord-street by a junction with the existing tramway belonging to the Corporation, and now leased to the Southport Tramways Company, Limited, at a point 1 chain north-east