

with-Seaforth Tramways Order, 1898, and the Great Crosby Tramways Order, 1898, and confirmed by the Tramways Orders Confirmation (No. 1) Act, 1898, and any other tramways for the time being belonging to those Councils respectively, and to empower the Company, upon such terms and conditions as may be agreed upon between them and the said Councils respectively, to make, lay down, construct, equip and maintain all or such of the said authorised tramways as shall not have been constructed; and to confirm and carry into effect agreements entered into between the said Councils respectively and the Company prior to the passing of the intended Act for or in respect of such leases and working, or the construction, use, maintenance, equipment and management of the authorised tramways.

To authorise agreements between the Company on the one hand, and the Mayor, Aldermen and Citizens of the City of Liverpool, the Mayor, Aldermen and Burgesses of the Borough of Bootle, and the Urban District Councils of Waterloo-with-Seaforth, Great Crosby, Little Crosby, Litherland and Orrell, or any of them, on the other hand, with respect to the use, maintenance, management, repair, construction, working and leasing of tramways belonging or in lease to those bodies respectively, with respect to running powers over any such tramways, the supply of rolling stock, plant, machinery and electric energy, the conveyance and interchange of traffic thereon, and the payment and collection of rates, tolls, rents and charges arising on such tramways and traffic.

To empower the Company to make, lay down, form, maintain and work all or some of the tramways hereinafter described, with all necessary and proper rails, plates, sleepers, channels, junctions, turn-tables, turnouts, crossings and passing places, posts, poles, brackets, wires, stables, carriage houses, engine, boiler and dynamo houses, sheds, lifts, buildings, engines, dynamos, works and conveniences connected therewith respectively.

The tramways proposed to be authorised are as follows:—

**Tramway No. 1.**—Commencing in Crosby-road South by a junction with the Tramway No. 3 authorised by the said Waterloo-with-Seaforth Order of 1898, at a point 63 yards or thereabouts, measured in a northerly direction from the centre of the bridge carrying the Lancashire and Yorkshire Railway over that road, proceeding thence in a westerly direction along a new road leading from Crosby-road South to Shore-road, and terminating in Shore-road at the intersection of the centre lines of that road with the new road.

**Tramway No. 2.**—Commencing in Crosby-road South by a junction with the said authorised Tramway No. 3, at a point 23 yards or thereabouts, measured in a northerly direction from the centre of the said bridge, and terminating in the said new road by a junction with the proposed Tramway No. 1, at a point 20 yards or thereabouts, measured in a westerly direction from the Caradoc Hotel in Crosby-road South.

**Tramway No. 3.**—Commencing in the said new road by a junction with the proposed Tramway No. 1, at a point 89 yards or thereabouts, measured in a westerly direction from the said Caradoc Hotel, and terminating in lands belonging or reputed to belong to the Company under their railway viaduct at a point 102 yards or thereabouts, measured in a westerly direction, from the said Caradoc Hotel.

**Tramway No. 4.**—Commencing in the said new road by a junction with the proposed Tramway No. 1, at a point 223 yards or thereabouts, measured in a westerly direction, from the said Caradoc Hotel, and terminating in lands belonging or reputed to belong to the Company under their railway viaduct at a point 206 yards or thereabouts, measured in a westerly direction, from the said Caradoc Hotel.

All the above-mentioned tramways will be situate within the Urban District of Waterloo-with-Seaforth, in the parish or township of Seaforth, in the County Palatine of Lancaster.

In the following instances the tramways will be so laid that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath and the nearest rail of the tramway, namely:—

**Tramway No. 1.**—In Crosby-road South on the western side, and in the said new road on the northern side, from the commencement of Tramway No. 1 in Crosby-road South to a point in the said new road 20 yards, measured in a westerly direction, from the Caradoc Hotel.

In the said new road, on both sides, from a point 28 yards to a point 67 yards, both measured in a westerly direction, from the said Caradoc Hotel.

In the said new road, on both sides, from a point 176 yards to a point 213 yards, both measured in a westerly direction, from the said Caradoc Hotel.

**Tramway No. 2.**—In Crosby-road South on the western side and in the said new road on the southern side, from a point in Crosby-road South 23 yards, measured in a northerly direction, from the centre of the said railway bridge to a point in the said new road 20 yards, measured in a westerly direction from the said Caradoc Hotel.

**Tramway No. 3.**—In the said new road on the southern side from a point 89 yards to a point 102 yards, both measured in a westerly direction, from the said Caradoc Hotel.

**Tramway No. 4.**—In the said new road on the southern side from a point 223 yards to a point 206 yards, both measured in a westerly direction, from the said Caradoc Hotel.

The tramways are intended to be constructed on a gauge of 4 feet 8½ inches, and it is not proposed to run thereon carriages or trucks adapted for use upon railways.

To empower the Company to work the proposed tramways and any tramways for the time being belonging or in lease to them by animal power and by electricity, steam or other motive power not being animal power, and partly by one such power and partly by another such power. In the case of electricity such power is intended to be employed by means of electric energy generated at the present generating station of the Company at Bramley Moor Dock in the borough of Bootle, and at a generating station or stations on lands hereinafter described, and communicated by means of electric lines underground or overhead, or by means of electric motors carried in or attached to carriages. In the case of steam, such power is intended to be carried with the carriages or applied by means of locomotives, or of cables, wires, or ropes placed under the surface of the streets and in connection with a stationary engine or stationary engines; and in the case of any other mechanical power, the power is intended to be carried with the carriages or applied by means of locomotives. The lands upon which the new station, or stations, for generating electric power are to be erected or