

In Parliament.—Session 1903.

**BIRKENHEAD AND CHESTER TRAMWAYS.**

(Incorporation of Company; Construction of Tramways in the County of Chester; Gauge; Use of Electrical or other Mechanical Power; Compulsory Purchase of Lands and Property; Lands for Generating Stations; Power to Purchase parts only of certain Property; Overhead Wires, &c.; Street Widening and Improvements; Traffic Agreements; Breaking-up of Streets and Roads, &c.; Tolls and Charges; Provisions as to Purchase by Local Authorities; Agreements as to Supply of Electricity; Provisions as to Safety of Public and Board of Trade Regulations; By-laws; Incorporation of and Amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session of 1903 for leave to bring in a Bill for all or some of the purposes following (that is to say):—

To incorporate a Company (hereinafter referred to as "the Company"), and to empower the Company to construct, lay down, maintain, work and use the tramways and other works, hereinafter described or some or one of them or some part or parts thereof, in the county of Chester, with all proper rails, points, plates, foundations, sleepers, channels, cuttings, bridges, platforms, junctions, turntables, turnouts, crossings, passing places, pillars, posts, poles, brackets, wires, cables, tubes, conduits, sidings, carriage-houses, depôts, engine-houses, stations, buildings, machinery, appliances, works and conveniences connected therewith (that is to say):—

(In the following description of the proposed tramways where any distance is given with reference to any street or road which intersects or joins the street or road in which the tramway is to be laid, the distance, unless otherwise stated, is to be taken as measured from the point at which lines drawn along the centres of the two streets or roads and continued would intersect each other, and a point described as being opposite a street or road is to be taken as being opposite the centre of the street or road.)

The tramways before referred to and proposed to be authorized by the Bill will be wholly situate in the county of Chester and are as follows:—

Tramway No. 1 (partly single and partly double line), wholly situate in the parish and township of Lower Bebington, commencing at the termination of the existing Birkenhead Corporation Tramway in the New Chester-road, passing along the New Chester-road in a southerly direction, and terminating at a point where the boundary between the parishes of Lower Bebington and Bromborough intersects the said New Chester-road at or near Pool Bridge.

Tramway No. 2 (partly single and partly double line), wholly situate in the parish and township of Bromborough, commencing by a junction with Tramway No. 1 before described, at a point where the boundary between the parishes of Lower Bebington and Bromborough intersects the New Chester-road at or near Pool Bridge, and passing along the said New Chester-road in a southerly direction through Bromborough, and terminating at the point where the boundary between the parishes of Bromborough and Eastham intersects the said New Chester-road near the main entrance to Carlett Park.

Tramway No. 3 (partly single and partly double line), wholly situate in the parish and

township of Eastham, commencing by a junction with Tramway No. 2 before described, at a point where the boundary between the parishes of Bromborough and Eastham intersects the New Chester-road near the main entrance to Carlett Park, and passing along the said road in a southerly direction through Eastham, and terminating at a point where the boundary between the parishes of Eastham and Hooton intersects the said New Chester-road opposite or near the north-west corner of the residence called Saint Martins.

Tramway No. 4 (partly single and partly double line), situate in the parishes and townships of Hooton, Childer, Thornton and Little Sutton, commencing by a junction with Tramway No. 3 before described, at a point where the boundary between the parishes of Eastham and Hooton intersects the said New Chester-road opposite or near the north-west corner of the residence called Saint Martins and passing along the said New Chester-road in a southerly direction through Hooton, Childer, Thornton and Little Sutton, and terminating at a point where the boundary between the parishes of Little Sutton and Great Sutton intersects the said New Chester-road 7·40 chains, or thereabouts, south of the south-west corner of the residence called the Poplars.

Tramway No. 5 (partly single and partly double line), wholly situate in the parish and township of Great Sutton, commencing by a junction with Tramway No. 4 before described, at a point where the boundary between the parishes of Little Sutton and Great Sutton intersects the said road 7·40 chains, or thereabouts, south of the south-west corner of the residence called the Poplars, passing along the said New Chester-road in a southerly direction through Great Sutton, and terminating at or about Backford Cross, where the boundary between the parishes of Great Sutton and Backford intersects the said New Chester-road.

Tramway No. 6 (partly single and partly double line), wholly situate in the parish and township of Backford, commencing by a junction with Tramway No. 5 before described, at Backford Cross, where the boundary between the parishes of Great Sutton and Backford intersects the New Chester-road, passing along the said road in a southerly direction, and terminating at or near the point where the said New Chester-road crosses the Shropshire Union Canal.

Tramway No. 7 (partly single and partly double line), to be situate in the parishes and townships of Backford, Moston, Upton and Bache, and commencing by a junction with Tramway No. 6 before described, at or near the point where the New Chester-road crosses the Shropshire Union Canal, and passing along the said road in a southerly direction, and terminating at the point where the boundaries between the parishes of Bache, Upton and Chester meet in the said road opposite the Lodge to Bache Hall.

Tramway No. 8 (partly single and partly double line), wholly situate in the parish and city of Chester, commencing by a junction with Tramway No. 7 before described, at or near a point where the boundaries between the parishes of Bache, Upton and Chester meet, on the said New Chester-road opposite the Lodge to Bache Hall, and passing in a southerly direction along the