

- northerly direction, from the commencement of Tramway No. 2C.
- Tramway No. 2D, a passing place wholly in Linacre-road, commencing by a junction with Tramway No. 1, at a point 1 furlong 5·09 chains, or thereabouts, measured in a northerly direction, from the commencement of Tramway No. 2, and terminating at a point 1·25 chains, or thereabouts, measured in a northerly direction, from the commencement of Tramway No. 2D.
- Tramway No. 2E, a passing place wholly in Linacre-road, commencing by a junction with Tramway No. 2, at a point 2 furlongs 0·26 chain, or thereabouts, measured in a northerly direction, from the commencement of Tramway No. 2, and terminating at a point 1·25 chains, or thereabouts, measured in a northerly direction, from the commencement of Tramway No. 2E.
- Tramway No. 2F, a passing place wholly in Linacre-road, commencing by a junction with Tramway No. 2, at a point 2 furlongs 5·88 chains, or thereabouts, measured in a northerly direction, from the commencement of Tramway No. 2, and terminating at a point 1·25 chains, or thereabouts, measured in a northerly direction, from the commencement of Tramway No. 2F.
- Tramway No. 2G, a passing place wholly in Linacre-road, commencing by a junction with Tramway No. 2, at a point 3 furlongs 1·06 chains, or thereabouts, measured in a northerly direction, from the commencement of Tramway No. 2, and terminating at a point 1·25 chains, or thereabouts, measured in a northerly direction, from the commencement of Tramway No. 2G.
- Tramway No. 2H, a passing place wholly in Linacre-road, commencing by a junction with Tramway No. 2, at a point 3 furlongs 6·54 chains, or thereabouts, measured in a northerly direction, from the commencement of Tramway No. 2, and terminating at a point 1·25 chains, or thereabouts, measured in a northerly direction, from the commencement of Tramway No. 2H.
- Tramway No. 2I, wholly in Linacre-road, commencing by a junction with Tramway No. 2, at a point 1 chain, or thereabouts, measured in a southerly direction, from the termination of Tramway No. 2, and terminating at a point 70 feet, or thereabouts, measured in a southerly direction, from the weighing machine in Linacre-road.
- Tramways Nos. 2, 2A, 2B, 2C, 2D, 2E, 2F, 2G, 2H, and 2I, will be wholly situate in the parish of Sefton, and township of Litherland.
- Tramway No. 3, commencing in Belmont-road by a junction with the existing tramway (leading westward from Belmont-road into Breck-road), at a point 42 feet, or thereabouts, measured in a north-easterly direction from the south-west corner of Belmont-road, proceeding thence in a westerly direction into and along Oakfield-road, and terminating in that road at a point on the boundary line between the city of Liverpool and the district of the Local Board for Walton-on-the-Hill, 63 feet, or thereabouts, measured in a westerly direction from the south-west corner of Bala-street.
- Tramway No. 3 will be situate in the parish and township of Walton-on-the-Hill.
- It is proposed to lay the tramways so 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 on the side or sides of the streets, or roads, and the nearest rail of the tramway, that is to say:—
- Tramway No. 1, in Linacre-road, on the west side thereof, commencing at a point 52 feet, or thereabouts, measured in a south-easterly direction from the east corner of the Pacific Hotel in Linacre-road, and terminating at the termination of the tramway at its junction with Tramway No. 2.
- Tramway No. 1C, wholly in Linacre-road, on the east side thereof, commencing at a point 52 feet, or thereabouts, measured in a south-easterly direction from the east corner of the Pacific Hotel, in Linacre-road, and terminating at the termination of the Tramway No. 1C at its junction with Tramway No. 2A.
- Tramway No. 2, in Linacre-road.
- On the west side of the road, commencing at the termination of Tramway No. 1, and terminating at a point 22 feet, or thereabouts, measured in an easterly direction, from the north corner of the Pacific Hotel in Linacre-road, proceeding thence on the east side only to the commencement of Tramway No. 2B, thence proceeding on the west side only to the termination of Tramway No. 2B, proceeding thence on the east side only to a point 8·50 chains, or thereabouts, measured in a northerly direction, from the commencement of Tramway No. 2.
- On the east side of the road, commencing at a point 25 feet, or thereabouts, measured in a south-westerly direction, from the south corner of the Catherine Hotel in Linacre-road, and terminating at the commencement of Tramway No. 2F.
- On the east side of the road, commencing at the termination of Tramway No. 2F, and terminating at a point 22 feet, or thereabouts, measured in a north-easterly direction, from the north corner of the Stockwell Mount Hotel in Linacre-road.
- The Tramways Nos. 2A, 2B, 2C, 2D, 2E, 2F, 2G, 2H, and 2I, wholly in Linacre-road, and on the east side of that road only throughout their whole length respectively.
- Tramway No. 3, in Oakfield-road.
- On each side of the road, commencing at a point 28 feet, or thereabouts, measured in a north-easterly direction from the south-east corner of Oakfield-road, and terminating at a point 50 feet, or thereabouts, measured in a westerly direction, from the south-west corner of the street called or known as Spring Bank.
- On each side of the road, commencing at a point opposite the centre of Ludwig-road, at its junction with Oakfield-road, and terminating at a point 60 feet, or thereabouts, measured in a south-easterly direction, from the south-east corner of Bala-street.
- To authorise the Company to construct the tramways on a gauge of 4 feet 8½ inches, and it is not intended to run thereon carriages or trucks adapted for use upon 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,